

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ AUGUST 18 2022 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

EXCLUSIVE Q&A: JOHN WELCH



We pose the readers' questions to one of the biggest rallycross stars **p20**

Swedish title winner says the future is fully charged for mixed-surface discipline

KRISTOFFERSSON LEADS THE WAY IN NEW ERA FOR ALL-ELECTRIC WORLD RALLYCROSS



All-electric cars made RX history



Kristoffersson topped the World RX round

By Hal Ridge

The World Rallycross Championship heralded the start of a brand-new era with the opening round of the 2022 season in Norway, as the series staged its first-ever all-electric round.

Plans for the electric transition at the discipline's top-flight were first revealed by MN in August 2017 and, following a turbulent route of various concepts and unforeseen delays, has finally reached fruition. Eight cars started the curtain-raiser using single-specification 500kW powertrain kits.

Four-time World RX champion Johan Kristoffersson claimed victory at the Hell circuit.

The Swede said: "It was a very positive first weekend for World RX's electric era. It's been a huge challenge for everybody to get to this point, and all the teams have done an incredible job simply to be here.

"With everything being so new, there's obviously still a lot of work to do, but it was impressive to see how well the cars ran with so little prior testing and we are learning more about them all the time."

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MOTORSPORT NEWS

RACING

TURKINGTON PUSHES OUT HIS BTCC LEAD

Two wins help boost the BMW tin-top ace **p16**



RALLYING

CRONIN LEVELS THE SCORE IN SCOTLAND

VW man takes Grampian Rally glory **p18**



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COMMENT

Photo: Red Bull Content Pool, Tim/RallycrossWorld.com, Motorsport Images, Jakob Ebrey, Mike Hills Speed Images



The WRX Championship finally realised its electric dreams in Norway last weekend

PERFECT PLATFORM FOR WRX SERIES

Johan Kristoffersson won the opening round of the World Rallycross Championship. There is nothing new about that sentence: indeed, he has done that three times previously. But there was something very new about his victory in Hell in Norway last weekend.

The VW Polo driver wrote his name into the record books with the first victory in the all-electric WRX Championship. Rallycross is a short, sharp blast of a sport that is virtually tailor-made for electrification, and the only negative is that it has taken the series so long to achieve its dream. This has been nearly five years in the making.

While Formula E has rewritten the script for electrically powered racing on the tracks, it went through its teething troubles. Remember the Benny Hill-style car swaps that used to have to take place halfway through a race? It was something that served to just underline people's fears about the lack of battery life in an electric car.

Formula E has now found its feet, but there is a reason it doesn't race on what might be termed traditional circuits, and one of those is that it does not want a direct comparison with an internal combustion-engined racing car. The difference in speeds would be laid bare. To last for the 45 minutes it does during its races, the power output has to be carefully managed.

There is none of that in WRX. The hell-for-leather nature of the action means that the voltage can be turned up to the maximum and, with more development on the motors, this could end up being the fastest electric category of all. The final at Hell last weekend took under three and a half minutes to complete.

While manufacturers and governments prevaricate about the future of personal transport and how it should be powered, the World RX series has committed itself and it will do nothing but improve the show in this particular branch of motorsport.

In the readers' Q&A hot seat this week is a rallycross legend too. John Welch pulls up a chair to tackle all that you wanted to know, and the topics range from Princess Diana, through Martin Schanche, to title-winning boxer Barry McGuigan. It is one not to be missed.

Elsewhere, we have reports from the latest British Touring Car Championship and British Rally Championship events, and there is all the action from the National Hot Rod National Championships from Hednesford too. Plus, on page 28, deputy editor Graham Keilloh lifts the lid on one of the real success stories of national racing, the CityCar Cup.

Don't forget to check out our favourite Ford poll, in association with our friends at Motul UK. See page 30 to find out how to make your voice heard. We really do appreciate your input.

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MOTORSPORT NEWS

ISSUE MJ3347 AUGUST 18 2022

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A miniature marvel: BRSCC's CityCar success

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RACING NEWS



British team has had woe

ASTON BOSS URGES MORE WORK ON TEAM'S QUALIFYING WOE

Aston Martin bosses have said that the squad needs to cure its qualifying malaise if it is to make progress up the constructors' championship table.

Team principal Mike Krack said that the poor performances on Saturday have hindered the squad.

Sebastian Vettel has only started in the top 10 twice this term, while team-mate Lance Stroll has achieved that only once

Krack said: "We seem to accumulate quite a good amount of positive races. But we need to also start from the front. [There have] been a couple of times already that we had very strong pace in the race, and made good calls. But we start too far to the back. That's a problem."

Krack said that the team has no idea why the car is lacking pace on the Saturdays of a grand prix weekend, although he highlighted the tight midfield pack was exacerbating the issue.

"We're trying to understand it, honestly. Because if we knew why, then we will also try to change it. So it's something that we really need to understand, what makes this [happen]," he said.

HAMILTON HINTS THAT HE MIGHT CONTINUE TO RACE IN FORMULA 1

Mercedes racer says he isn't going to follow his rival Vettel out of the exit door

Photos: Motorsport Images



Hamilton will not follow Vettel's lead

By Matt James

Seven-time World champion Lewis Hamilton says he will keep racing while he has "fuel in the tank", giving hints that he will remain in Formula 1 beyond the end of his current deal, which runs until the end of 2023.

The Mercedes driver has reacted to German Sebastian Vettel's decision to quit the sport at the end of this term and realised that he might soon be the oldest driver on the grid.

"I think [Vettel's retirement] is a reminder that I'm in that part of my career where people that I came up with and raced with for so long will start to stop," Hamilton said. "Before you know it, Fernando will not be

here. And then, who was there after that? I'll be the oldest I guess! But, no, it's not made me think about [retirement].

"I'm thinking about how I can improve this [Mercedes]. I'm thinking about what the steps I need to take to get this team winning again, what is the road map to winning another World championship?"

"When I talk about fuel left in the tank, I'm still fighting for those things and still feel like I've got plenty to go in that. If I stop, I will still have fuel in the tank," he said.

"I don't think I will go until I'm completely burnt out and have nothing left. But, hopefully that's a while off."

ALPINE BELIEVES OCON CAN STEP UP IN 2023 AND LEAD THE SQUAD

Alpine Formula 1 team principal Otmar Szafnauer thinks that current driver Esteban Ocon can step up and lead the squad next season.

The Frenchman is likely to be the most experienced racer in the line-up following Fernando Alonso's recent announcement that he will switch to Aston Martin in 2023.

Szafnauer said: "Esteban is

a super talent. I worked with him at Force India and those were the days of Sergio Perez as his team-mate. And he was as quick as Sergio and raced Sergio hard, and if you remember those days, they were always together on the grid. And sometimes they even came together in the races! And we see what Sergio is capable of.

"Can he lead the team? For

sure he's getting better and better. He's got a race win under his belt. He's scored good points for us this year. And he'll learn more by the time we get to next year."

Alpine is still in a battle to retain the services of its junior driver Oscar Piastri, who is also being chased by McLaren as a 2023 replacement for Daniel Ricciardo.



Team boss says Ocon is fully capable of leading squad

FORMULA E: SEOUL EPRIX BY ALICE HOLLOWAY

AUGUST 13-14



A steady approach helped Vandoorne to crown



Race one was red-flagged after this accident

VANDOORNE CROWNED CHAMP AT SEOUL FINALE

The 2022 Formula E title was really Stoffel Vandoorne's to lose as the Mercedes EQ driver took a 36-point lead to the first-ever races at the venue of the 1988 Olympic Games in the Korean capital last weekend.

But when rain fell during qualifying for the first encounter last Saturday, it mixed up the predicted order sufficiently to put a few doubts in the former Formula 1 driver's mind.

This was especially so when closest rival, Jaguar TCS Racing's Mitch Evans won a wet-dry race at a canter and narrowed the gap to 21-points after Vandoorne came home fifth.

Pole position starter Oliver Rowland was jumped by fellow front-row starter Lucas di Grassi's Venturi Mercedes as the lights went out. But it was a flyer from Evans that grabbed the headlines as he slotted in behind di Grassi and then made a bold and successful move for the lead halfway around the first lap.

Shortly after these heroics

came a remarkable red flag triggering eight cars melee that involved Norman Nato, Nick Cassidy, Oliver Askew, Andre Lotterer, Oliver Turvey, Dan Ticktum, Sebastian Buemi and Nyck de Vries.

The octet were buried deep in the tyre barrier, with de Vries thankful for the Halo after he submarined under Buemi's Nissan. He was momentarily trapped in his Mercedes but emerged unhurt.

At the restart Evans dominated proceedings and took a clear win from a conservative Rowland and di Grassi.

Twenty-four hours later the threat of tropical storms briefly threatened to add further frisson to the title fight but these just missed the circuit. When Evans fluffed his qualifying lap to start 13th as he struggled with his Michelin tyres, Vandoorne played the percentage game and started fourth knowing that Evans had to double his win tally.

Vandoorne converted his

consistent approach to the Seoul weekend by taking second position to Evans' frustrated seventh and sealed his first World title and Mercedes EQ's second consecutive teams' championship success.

It was also the final time that a Mercedes would be seen in the all-electric championship after the German giant announced last year that it would withdraw from the series at the end of the 2021-22 season.

Vandoorne's team-mate and outgoing champion Nyck de Vries failed to finish his final race for the three-pointed star after a controversial clash with Porsche's Pascal Wehrlein.

The final race win of the season went to Edoardo Mortara's Venturi-entered Mercedes, with Andretti's Jake Dennis completing the podium in third. This was despite a five-second penalty for a clash with polesitter Antonio Felix da Costa, who spun down the order and claimed the final point for 10th.

Ex-Alfa Romeo F1 driver Antonio Giovinazzi completed a miserable debut season by bruising his hand in a Saturday clash with da Costa. He was declared unfit to race by the FIA medical delegate and was replaced by Super Formula race winner Sacha Fenestraz, who which he was attending the races in his role as reserve driver.

Results

When: August 13-14 **Where:** Seoul Olympic Park

Race 1 (30 laps): 1 Mitch Evans (Jaguar TCS Racing) 1h29m55.478s; 2 Oliver Rowland (Mahindra Racing) +0.820s; 3 Lucas di Grassi (Venturi) +1.393s; 4 Jake Dennis (Andretti) +1.902s; 5 Stoffel Vandoorne (Mercedes-EQ) +2.470s; 6 Jean-Eric Vergne (DS Techeetah) +3.957s; 7 Pascal Wehrlein (Porsche) +4.149s; 8 Robin Frijns (Envision Racing) +4.508s; 9 Antonio Felix da Costa (DS Techeetah) +4.970s; 10 Nick Cassidy (Envision Racing) +5.325s. **Pole position:** Oliver Rowland (Mahindra Racing). **Fastest lap:** Dennis 1m25.497s (68.60mph). **Race 2 (34 laps):** 1; Edoardo Mortara (Venturi) 53m31.680s; 2 Vandoorne +3.756s; 3 Dennis +6.649s; 4 Frijns +7.021s; 5 Oliver Askew (Andretti) +7.850s; 6 Vergne +9.471s; 7 Evans +10.243s; 8 Cassidy +14.208s; 9 Sebastian Buemi (Nissan e.dams) +16.629s; 10 Da Costa +22.226s. **Pole position:** Da Costa. **Fastest lap:** Cassidy (Envision Racing) 1m22.401s (71.0 mph).

Final championship positions: 1 Vandoorne 213; 2 Evans 180; 3 Mortara 169; 4 Vergne 144; 5 Di Grassi 126; 6 Dennis 126.

RACING NEWS



Chambers: festival look F4 FESTIVAL 2024 AIM

British Formula 4's organiser has said that 2024 is "a solid target" to hold an F4 festival event involving cars from Britain and other countries competing against each other.

Hugh Chambers, CEO of Motorsport UK that has run British F4 from this season, told Motorsport News: "We had some very constructive conversations with Italian F4 and also UAE F4 and there's a lot of positivity towards creating more inter-country regional competition."

"But given this is season one of the Gen 2 car, I think everybody has been 'that's a great idea, let's revisit it in the autumn'."

"There's a good direction of travel, whether it will happen in 2023 I don't know, but I would say 2024, if we can make everything align, would be a really solid target."



Scorpio offering a GB4 test

KARTER GETS GB4 TEST CHANCE

The winner of this year's Ultimate Karting Championship in the Senior Rotax division will be offered a prize GB4 test with Scorpio Motorsport that operates Christian Lester's Rossoverde Racing GB4 car.

Scorpio, a Formula Renault stalwart, returned to single-seaters this year with Rossoverde in the new GB4 junior single-seater contest. The team intends to expand to a multi-car GB4 entry next year.

At last weekend's UKC finale at the Three Sisters circuit, Lester's car was on display and the team was present to discuss GB4 options with karters. Several karters entered the weekend with a chance of getting the test prize, which will be at Bedford Autodrome.

Scorpio's head mechanic Louis Kershaw said: "We've really enjoyed being back in a single-seater paddock this year, and we have firm intentions to run multiple cars in GB4 next year."

"To do so, we need to tap into the karting scene and the Ultimate Karting Championship is where we're looking at. There's a lot of promising drivers who will do very well in a racing car, and hopefully a prize test with us for the champion will lead to them joining GB4 with Scorpio Motorsport."

DUNNE SEEKS F3 MOVE FOR 2023

British F4 leader sets sights on FIA F3, Formula Regional or GB3 for next year

Photos: Jakob Ebrey



Youngster immediately raced to British F4's table top this season



Irish rising star
is eyeing F3

By Graham Keilloh

British Formula 4 championship leader Alex Dunne is eyeing a move to a Formula 3-level championship next season with FIA Formula 3, Formula Regional and GB3 among his options.

The 16-year-old Irishman last season graduated from karts and sampled ADAC and Spanish Formula 4 meetings, taking pole on his Spanish F4 debut. This year in his debut British F4 debut campaign he raced to the table top by winning six of the opening 10 races with the Hitech GP team. Dunne also is racing in Italian Formula 4 this year with US Racing and sits third in the standings.

He told Motorsport News: "Next year I'll definitely be doing F3, but it just depends on what series. I will be doing

F3 but I'm not sure what championship I'll be doing.

"FIA F3 would be nice, FRECA is a good option as well and GB3 is a good option too, once I'm driving a race car I'll be happy."

He added that his destination for 2023 will likely depend on budget. "Now that we're moving up, F3 especially and F2 as well everything starts to get a lot more expensive so I think budget will definitely be the main thing," Dunne said.

Dunne also said he has not decided whether he will compete in British or Italian F4 when the two championships clash on the weekend of British F4's Brands Hatch season finale.

"We haven't really decided that yet, that's a decision we'll have to make when the time comes," he said.

IRISH INTEREST FOR DUNNE

British Formula 4 championship leader Alex Dunne has spoken of the fan support he is receiving from his native Ireland as he aims for the top in single-seater racing.

Republic of Ireland drivers in top-level single-seater competition are relatively rare, with the last to race in Formula 1 being British-born Ralph Firman who raced under an Irish licence. The most recent Republic of Ireland-born F1 racers are Derek Daly and Tommy Byrne in 1982.

Dunne told Motorsport News: "I'm getting quite a good following in Ireland now and I'm getting quite a lot of support

from people at home which is really nice to see. A couple of times some people have come to the UK races to support as well. So it's good to see the people are watching me and people are supporting me."

CEO of British F4 organiser Motorsport UK Hugh Chambers has also noticed an increase in Irish following of the championship. "Very much so," he said when asked by MN.

"The social media side of it is hugely important, we track that, we've got seven different nationalities out of 16 cars. You definitely see the pick up."



Dunne is flying the Irish flag in British Formula 4 this season



Sherwood is looking to gain experience with British F4 run

SHERWOOD RACES IN F4

GB4 racer Jack Sherwood made his British Formula 4 debut last weekend at Snetterton on a one-round deal with Chris Dittmann Racing alongside fellow category newcomer Divy Nandan.

Sherwood and Nandan formed a two-car line-up with CDR's full-time British F4 racer Joel Pearson still recovering from his accident at Croft in late June.

Sherwood, 16, graduated from Ginetta Junior to the new GB4 championship this year, and sits sixth in GB4's table after taking his first win

in the category at Snetterton in June.

Sherwood said: "The opportunity arose to do this round and it's mainly just to gain experience, so there was no harm in doing it. Options are still open for next year and the more you drive, the more you learn, so it's a great chance to drive the new-generation F4 car."

"CDR has a great simulator, so I have spent a bit of time on it which has been really helpful. I don't think the car is too dissimilar to what I've been driving before, but there's still going to be that learning process."

RACING NEWS

LMP3 ADDED TO 2022 FIA GAMES

A new multi-class endurance competition with LMP3 and GT3 cars will join the second edition of the FIA Motorsport Games, being held this October.

The games are a multi-discipline global competition wherein National Sporting Authorities (ASNs), including a Team UK, compete for medals under their national colours. Its second edition takes place on October 26-30 in Marseille and the nearby Circuit Paul Ricard.

GT3-spec cars, which featured in the inaugural games in 2019 as part of the GT Cup, return to 2022's event, while LMP3 prototypes make their event debut.

Karting will also have a vastly increased presence at the forthcoming games with two additional karting categories, Karting Endurance and Karting Sprint, joining Karting Slalom that was part of the inaugural games. Formula 4, touring cars and drifting have also been confirmed to return.

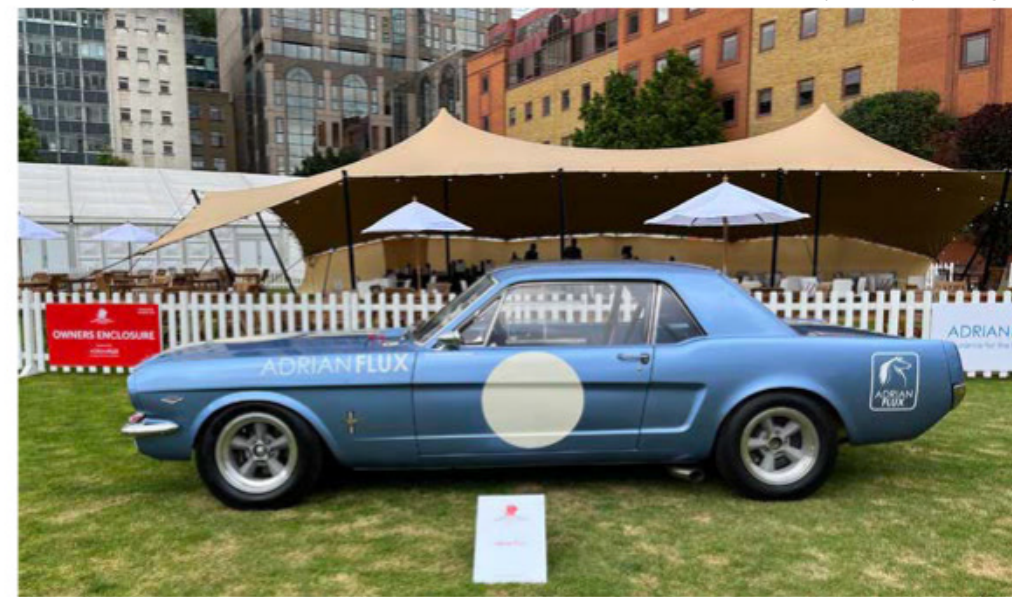
Director of FIA sports and touring cars Marek Nawarecki said: "The world of endurance racing by its nature is diverse and inclusive. I believe that the Endurance discipline will attract a strong and eclectic entry that will produce great competition."



LMP3s will join GTs at 2022 games



Brundle been hard at work



Brundle promises 400bhp and sideways action in Mustang

Photos: Jakob Ebrey, Motorsport Images

BRUNDLE TO RACE RESTORED MUSTANG AT THE CLASSIC

Racer has restored American muscle car to compete in event's finale

By Graham Keilloh

Alex Brundle will give the race debut to an iconic 1965 Ford Mustang that he has restored over recent months at this month's The Classic at Silverstone.

Sportscar racer Brundle, son of Formula 1 driver and commentator Martin, will race the car in Sunday's event-finale Adrian Flux Trophy For

Transatlantic Pre '66 Touring Cars.

Brundle said: "The Mustang is an absolute beast to drive on the limit. It has a live rear axle, cross-ply tyres and approaching 400 horsepower. It will spin its wheels in third gear. What's more, you can go sideways and still be fast – that's what's really awesome about it."

The 32-year-old was swayed to the Mustang project by the response he got

from paddock figures when mooted the American muscle car. "That set me off in the Ford's direction and then I was alerted to a gorgeous Candy Blue bodysell with no rust that was available for sale," Brundle confirmed. "The timing was perfect, too, giving us just enough time to complete its restoration for The Classic."

Brundle at the August 26-28 event will also race a V6-powered Cologne

Capri and an Lola T70 Mk3b, as well as will drive a Jaguar V12 XJR-8 sportscar, that his father raced in period, in the special Group C 40th anniversary parade.

Sixty years of James Bond films will also be marked at this year's Classic with, from the recent No Time To Die film, a display of a selection of cars that will go under the hammer at a special charity auction next month.

OBITUARY

George Copeland 1941-2022



All at Motorsport News were very sad to hear that British Motorsport Marshals Club vice president George Copeland has passed away after a long battle with cancer.

Copeland joined the club in 1970 and quickly became South Mids newsletter editor. He later became regional chairman and held the role until 1978, when he chose to concentrate on his growing business.

Less than two years later Copeland was asked to look at the club's books, and almost immediately became treasurer.

Copeland's fellow BMSC vice president Chris Hobson wrote: "The marshal's club owes George an enormous debt of gratitude – without his financial acumen the club would have gone broke many years ago and would probably not exist today. George had the club at the forefront of his thoughts every time we met and did everything he possibly could to ensure its continuing success."

"He was proud of being a member of the club, proud of his involvement in motorsport at national and international level, and very proud of being made a vice president when he retired from national council."

MN sends its condolences to Copeland's friends and family.

BRITCAR TROPHY LEADER STEPS UP TO GT4 IN BEC

Team Brit's Britcar Trophy table leader Chris Overend will make his GT4 racing debut this weekend in the British Endurance Championship driving the team's Aston Martin Vantage.

Overend, who has achieved a wheelchair tennis world ranking and only joined all-disabled Team Brit 12 months ago, competes in the Britcar Trophy alongside Paralympian skier James Whitley driving a BMW M240i. Entering last weekend's round Overend in his first full racing season sat at the top of the Britcar Trophy championship.

Now Overend will race alongside Andy Tucker in this weekend's Donington Park BEC round. He will continue in Britcar Trophy.

Overend told Motorsport News: "A year ago I'd driven once on a track before, at Castle Combe years and years ago, but that was just in a road car."

"And in the space of a year I've gone from driving the Polo with hand controls, to driving the [BMW] 118, racing the 118 and stepping up to the 240 and then racing the 240 throughout the season and now having the opportunity to drive in the British Endurance Championship in the Aston."

"My goal at the start of the season was just to finish every race so I could get the signatures for my licence, I never could have dreamed we would be leading the [Britcar Trophy] championship."



Overend has been on a rapid rise and now gets GT4 chance



Gilbert and Rueda will drive in Greystone GT's category debut

GREYSTONE GT TO MAKE INTERNATIONAL GT OPEN DEBUT

British GT team Greystone GT will make its International GT Open debut next month at the Red Bull Ring's September 9-11 meeting.

Greystone GT will field a McLaren 720S GT3 for team newcomers Ferrari Challenge Europe driver Andrew Gilbert and twice International GT Open runner-up Fran Rueda. They will compete in Pro-Am.

The team was formed in 2016 by former single-seater driver Mark McLoughlin as a trackday operation, and it established its racing team in late 2020. It has

since become a regular GT Cup race winner and won the GT4 class at this year's Gulf 12 Hours, before making its British GT debut.

McLoughlin said: "From the creation of the Greystone GT race team in October 2020 we set two targets: to prepare enthusiastic trackday drivers for the rigours of professional motor racing and to compete against the best GT racing teams in the world."

"Stepping up to the International GT Open increases the challenge even further, but it's a challenge we're ready to take on."

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GRAHAM HILL



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RALLY NEWS

McRAE'S WORLD RECORD UNDER THREAT IN YPRES AS ROVANPERA CLOSES IN ON TITLE

Toyota star to be youngest WRC champion with 26 points and none for Neuville or Tanak

Photos: Red Bull Content Pool, Hyundai, Toyota Gazoo Racing



The Toyota star is on the verge of a first crown

By Graham Lister

Kalle Rovanpera can beat Colin McRae's record as the youngest winner of the World Rally Championship in Ypres this week – but it would mean home heartache if he did.

Rovanpera, 21, needs to leave Belgium with 26 points and hope that national hero Thierry Neuville and his Hyundai team-mate Ott Tanak fail to score.

To bag 26 points, Toyota driver Rovanpera alongside co-driver Jonne Halttunen would essentially need to win the sealed-surface counter and claim a Powerstage point.

"I'm feeling good about going to Belgium," said Rovanpera, who placed third on his Ypres debut in 2021. "Last year we had quite a good rally there overall, I enjoyed the challenge of a new event and hopefully we can do a good result again this time.



Rovanpera: has 94-point lead

"The style of the roads are tricky, with really big cuts and a lot of mud and gravel on the road. It could depend on the weather conditions: if it's dry then we saw last year that it can be a bit dusty for the first cars, but if it's wet then it should be perfect for us to be the first on the road. We had a good test a couple of weeks

ago and between us I think we improved the car quite a lot."

Rain was forecast around the rally route earlier this week, but dry weather is expected for the ninth round of the WRC season.

"If there's rain it can be very slippery, and the drivers need to be able to read the road all of the time to judge how the grip is changing," Rovanpera's Toyota team boss Jari-Matti Latvala said. "We are much better prepared this year with the experience we gained last year. We understand the nature of the rally and we have tested on more suitable roads."

Neuville beat then team-mate Craig Breen in a Hyundai 1-2 when Ypres hosted the WRC for the first time last August. Elfyn Evans, Rovanpera's Toyota team-mate, finished fourth.

Scottish legend McRae was 27 years and 89 days old when he clinched the World title in 1995.

BEING BELGIAN DOESN'T MAKE ME THE YPRES FAVOURITE, NEUVILLE INSISTS

Thierry Neuville shouldn't be considered the favourite for Ypres Rally glory, even though he's started the event eight times and finished first last season.

Neuville was brought up in St Vith in southeast Belgium, some 180 miles from Ypres in the northwest, meaning he's by no means a local. "You can have better knowledge of the conditions and the roads, but the rally is 300 kilometres from my home town so there's no

real advantage, Rallye Deutschland was more familiar to me because it was only 50 miles from home," Neuville said. "But to have the support of the Belgian spectators is always great. In the past you had more pressure but now we know what we are capable of."

"It's a tough event on very untypical roads compared to other Tarmac rallies we have in the WRC. There are lots of straight lines, tight junctions

and very fast sections with huge cuts. The grip changes all the time and that makes it very challenging to judge the speed and the grip in the dry, which is even worse when it's wet.

"The hardest thing is to judge the grip and to know how deep you can enter the cuts without making the car unstable, but using the benefit of the cut to carry more speed. If it's wet the road can be dirty and you can have a lot of standing water."

Neuville starts the second Ypres Rally to count for the World championship third in the standings, one point behind Ott Tanak, after he dropped a position to his Hyundai team-mate after the Estonian won Rally Finland earlier this month.

"We're finally heading to Tarmac again after a run of tricky gravel rallies," Neuville said. "There is only one goal: to repeat our victory from last year."



Hyundai man Neuville is aiming for a repeat of his 2021 success

CROSS-BORDER YPRES STAGE NOT TO BE UNDERESTIMATED

Ypres Rally organisers have labelled the cross-border Westouter-Boeschepe stage as one not to underestimate.

Starting in Belgium but finishing in France, the stage runs twice on day one, and

alternates between technical and fast sections with frequent changes of grip.

Meanwhile, 88 drivers have registered for this year's Ypres Rally, including 11-time winner and WRC2

Masters' Cup contender Freddy Loix in a Skoda Fabia Rally2 Evo, and Patrick Snijers, who will drive a Ford Fiesta Rally3 and whose CV lists four Ypres victories.

Jos Verstappen, father of Formula 1 World champion Max, makes his WRC debut in a Rally2-specification Citroën on the back of a Belgium championship campaign this season.



Ingram is second in Junior WRC and will make return

BELGIUM-BOUND INGRAM BACK ON WRC DUTY

Chris Ingram returns to World championship duty in Ypres this week for his first appearance since Sardinia in early June.

Co-driven by Craig Drew, Ingram didn't nominate the gravel events in Kenya, Estonia and Finland and has slipped to second in the WRC2 Junior standings – 16 points behind his Toksport

team-mate Emil Lindholm – as a result.

Manchester driver Ingram, who is seventh in the overall WRC2 ranking, joins Elfyn Evans, Gus Greensmith, Neil Simpson and James Brown in flying the Union Flag on the 20-stage Ypres Rally. Irishmen Eamonn Boland, Craig Breen and Josh McErlean will also be in action.

HYUNDAI CHIEF MONCET: SOLBERG NEEDS TIME IN WRC

Hyundai Motorsport boss Julien Moncet has vowed to give Oliver Solberg more time behind the wheel of his Hyundai i20 Rally1 after he crashed out 300 metres into the second stage of Rally Finland.

The 20-year-old dominated the WRC2 category in Ypres last season aboard the all-new i20 N Rally2 until an electrical issue put him out at the start of leg three, and hopes to use this performance to hit back from his early Finland exit.

"For Oliver it will be another chance for him to learn and improve," said

Moncet. "As part of his nurturing process, we must give him as much time as possible in the car."

Solberg, who is co-driven by Brit Elliott Edmondson, said: "Of course, this year, I will be in the Rally1 car which will be a new challenge, but I will try to go fast."

Solberg's Ypres outing is his last for the time being with Dani Sordo taking over the i20 N Rally1 on the Acropolis Rally. Sordo and Solberg are car-sharing this season and the Greek event was always part of Sordo's schedule.



Solberg to get time to learn

RALLY NEWS

Photos: MartinWalsh, Ben Lawrence



John Stone will only tackle two more Asphalt rounds

SEALED-SURFACE BATTLER STONE PLOTS ASPHALT TITLE BID

VW Polo main aims for silverware despite dipping out of Rali Ceredigion

By Paul Lawrence

Leading Asphalt Rally Championship contender John Stone will skip the next round of the championship, Rali Ceredigion, but still hopes to try and secure the title over the two following rounds.

With the final three events of the season coming in five weeks from

early September, Stone has made a tactical decision to miss the Welsh event (September 3-4) before contesting the Three Shires (September 18) and the Chris Kelly Memorial (September 30-October 1). “Because we are counting the best five scores from seven, we can start trying to improve on our weaker scores,” said Stone, who has scored on all four rounds to

date in his VW Polo R5. “So, we’re giving Ceredigion a miss. It’s just a tactical move really. I’m knocking on a bit now and there are quite a lot of night stages on Ceredigion on stages I don’t know. Plus, there are a couple of the BRC lads that have also registered for the championship and they’ll be doing Ceredigion. So, there is less chance of a good score. “That’s been the plan for quite a

while now, so we’ll stick to it. More importantly, I can take my wife on holiday and be back in time for the Isle of Man!” Stone will also contest his local Promenade Stages Rally at New Brighton with his son Alex co-driving. It will be the 40th running of the popular event on September 9-10. “It’s an event we really enjoy doing,” added Stone Sr.

BIG MANX CHALLENGE FOR CHRIS KELLY RALLY FINALE

One hundred and thirty stage miles across 18 special stages will make the Chris Kelly Memorial Manx Stages a fitting finale for this year’s Asphalt Rally Championship on September 30-October 1.

The former Pokerstars Rally will be longest and toughest in this year’s championship and will include the return of the stage through the town of Ramsey, a test not used for at least five years. The action will start from Douglas at lunchtime on Friday for four stages before resuming for six stages into the dark of the evening, including two runs through the Ramsey stage. Eight more stages on classic

Isle of Man roads will be run on Saturday before a mid-afternoon finish. “We are very excited to launch the event to honour a popular figure in the rallying world,” says Mark Ellison from Manx Auto Sport. “It’s a tough route and has a good number of miles for crews to get stuck into across some of the well-known stages on the island as well as some new twists and reintroductions of old favourites. There will be three chances to rejoin the rally if competitors run into problems. Our aim is to get as many of our competitors as possible back to the finish and enjoying world-class stages.”



Manx battlers will face an epic event



Holmes could look to change his machine

ASPHALT MAN HOLMES PONDER'S NEXT MOVE

Mark Holmes says that switching his Ford Fiesta S2000 for a more recent Fiesta R5 is an option as he tackles this season’s Asphalt Rally Championship. “We got it three years now it’s a genuine S2000,” said the Blackpool driver. “When new, it went from M-Sport directly to Poland but Holmes bought it from Ireland. It has done good service but Holmes says he is considering his next move and that a switch to an R5 car is an

attractive option. However, he also has the option of returning to historics as he has a fresh Ford Escort Mk1 ready to go, with a BDA engine. “It was built from a Meirion Evans shell and was a lockdown project,” he said. “It’s beautiful but I’m not sure if I want to use it. I missed the historics but once you’ve been in a modern car it’s hard to get back into the historic. You realise how good the modern cars are!”

MOFFETT CLOSES IN ON ITRC IN ULSTER

Josh Moffett will aim to seal the Irish Tarmac Rally Championship in Ulster this weekend in a 100-car entry for the Newry-based event. Though Moffett has won four of the six rounds to date, the double points on offer in Ulster mean that the title is still to be settled. A quality entry will tackle stages into the dark on Friday evening before a further 70 stages miles on Saturday. The highlight of Friday’s action will be the 15-mile Bronte Homeland stage as the rally marks its 45th anniversary. Event director Philip Murray confirmed that the Saturday stages have not been used on the Ulster Rally for 15 years. Moffett only needs to complete the Friday or Saturday leg of the Ulster in his Hyundai i20 R5 as the leading championship driver to repeat his and co-driver Andy Hayes’s first title in 2018. Welshman Meirion Evans (VW Polo R5) still has a slender chance of winning the ITRC

crown if Moffett hits a disaster in Ulster. However, Alastair Fisher has decided to withdraw his entry as his VW Polo GTI R5 won’t be ready in time. Fisher’s title hopes came to an end on last month’s Cork 20 Rally when he retired on the final day after hitting a bank and damaging the Polo’s suspension. Competing in Ulster in an alternative car was an option but Fisher decided against it, believing it would put him on the back foot. “We won’t be competing in Ulster this year,” Fisher confirmed. “We were unable to secure some parts in time and with the short duration between the events, running with another car was not ideal. We are disappointed not to be supporting the event.” Another non-starter for Ulster is Callum Devine. Like Fisher, he needed to win down in Cork last month to hand himself better odds of being in with a shout of clinching a first-ever title.



Moffett needs to complete one leg of the Ulster Rally for title

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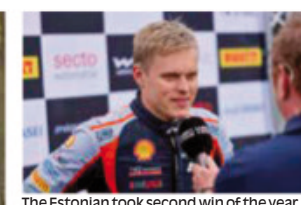
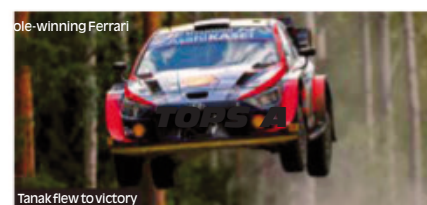
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Title winner halts Toyota and Rovanpera's hot streak with glory on Jyväskylä event
TANAK BUOYED BY HYUNDAI'S RETURN TO FORM WITH RALLY FINLAND VICTORY



By Matt James
Hyundai driver Ott Tänak has hailed a "special" victory on Rally Finland as he has vaulted up to second place in the World Rally Championship. The Estonian led from the opening stage of the event and fended off a late charge from Toyota's Kalle Rovanpera to secure his second victory of the 2022 campaign. The 34-year-old said: "There have been quite a few wins in my career, but this is definitely up there with the best. I can't say I was completely happy with the performance of the car, but will still managed to set a good pace. Tänak is 94 points adrift of table-topper Rovanpera. Full report, page 14



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RALLY NEWS

WALKS ARE BACK IN THE FIGHT AFTER FIRST CLASS WIN OF THE YEAR

BTRDA battlers put poor fortune in their rear-view mirror and are confident

By Ian Harden

BTRDA Bronze Star contenders Adrian and Matt Walk are confident their challenge for class honours is back on track, after taking their first class win of the year on the Nicky Grist Stages.

The father-and-son pairing's Ford Ka ran faultlessly as they charged in the later stages to beat Richard Garnett/Stefan Arndt (Nissan Micra) by 22 seconds. The result has moved them up to third in Class 1400C.

The Walk team has been plagued by mechanical problems all year: punctures and a broken engine mount at the Malcolm Wilson Rally, loose rear suspension and a faulty throttle cable at the Rallynuts Stages, and more punctures and a broken heater hose at the Kielder Rally left them feeling that the Nicky Grist Stages had become a make-or-break point.

"We knew it was essential to win the class to stay in the running, due to the problems we have been treating every round as 'just get to the finish, any points are a bonus'," said co-driver Matt.

With a switch to harder compound tyres for the afternoon stages, they overhauled Garnett's Micra on SS7.

"It is a great relief to win and just what we needed to keep our championship hopes alive," said Matt. "We hope we can keep the reliability and momentum going for the Woodpecker Rally."



Photos: Paul Lawrence, Martin Walsh

The Walks have found some form

MOTORSPORT UK RESPONDS TO FLOOR PAN ISSUE

Motorsport UK has responded to the issue of floor pan regulations for Ford Escorts, as highlighted in Motorsport News two weeks ago (*see MN, August 4*).

A Motorsport UK statement read: "There have been no regulation changes. We are producing guidance for scrutineers and competitors to clarify the existing regulations, specifically regarding the level of chassis/bodyshell modification that would require a vehicle to hold a Category Two Vehicle Passport. It is important to note that the categorisation of a vehicle in Category Two does not affect its eligibility for any rally events."

"If a vehicle is highlighted as requiring a Category Two Passport, we will offer a suitable timeframe for the vehicle to be reinspected and the new Category Two Passport issued. We have agreed to waive the Category Two application fee for any cars with an existing Passport/logbook that needs recategorising. "We are finalising this guidance and will publish in the coming weeks."



Murphy got to grips with Citroen

IRISH ACE MURPHY'S CITROEN C3 DEBUT

Double Irish Forest Rally champion Owen Murphy has stepped up to the ex-Jonny Greer Citroen C3 and made his debut on the recent Tipperary Stonethrowers Rally.

Unfortunately, his rally ended early due to an oil leak on the sixth stage and that also forced him to withdraw from July's Cork 20 International, his home event and the penultimate round of the Irish

Tarmac Rally Championship.

"I always seem to have a poor run on my first outing in a new car," said Murphy.

On the opening stage he was 16s off the pace set by Josh Moffett. "I was braking far too early," he added.

Then the intercom failed at the startline of the second stage and later in the stage he was passed by Gareth MacHale (VW Polo GTi R5).

"I struggled with some understeer as well. I made some suspension changes, softening it and playing around with the rebound, it was improving all the time. In fact on the sixth stage, the car was going well, I was getting my braking right and I was getting the hang of it," said Murphy.

Murphy's plans for the rest of the year are, as yet, unconfirmed.

NEW VENUE GETS SECOND CHANCE

Lincoln Motor Cycle and Car Club hopes to rearrange a single-venue stage rally at a new venue in late November.

The planned Colin Ellmore Memorial Rally was due take place on August 14 at Deenethorpe Airfield near Corby in Northamptonshire but was cancelled last week due to a shortage of entries.

Having worked hard to secure the use of a new venue in the middle of the country, the club is determined to push ahead and has announced a new date of November 27 for the rally.

A combination of factors is thought to have kept the entry low, including a peak-holiday season date, a busy time in the calendar and a general lack of awareness about the event.

ROAD RALLY ROUND-UP

HATS OFF TO GRIFFIN FOR HATSFORD TARGA RALLY SUCCESS

A tough Hatsford Targa Rally was won in comfortable style by Ben Griffin and Peter Littlefield. They took the lead after three of the six tests on the Ledbury based event and moved away from the field to win by almost a minute.

The annual event used 32 miles of complex tests on farm fields. The complexity of the tests led

to over 500 test faults being awarded during the day. The event's challenge was increased by hot and dusty conditions.

Paul Gillard and Adam Bourne were fastest on the first test but accumulated a large number of test faults later in the day and fell down the order. Lewis Ayris and Katie Bleach took the lead after

Test 2, but, with the navigator unwell, lost time on Test 3.

Griffin/Littlefield collected a 30-second missed-manoeuve penalty on the opening test, but they were fastest on Test 3 and took a lead they weren't to lose.

Matt and Suze Endean led the chase of the winners and were quickest on the final test but

were still 51s behind at the finish.

In the Clubman Rally, Alan and Carol Morgan, familiar with the venue from club autotests, largely avoided picking up any faults and came home well clear of their rivals in the category.

Ian Mills

Results
Hatsford Targa Rally

Organiser: Ross & District Motor Sports Club **When:** August 7
Where: Hatsford, Ledbury
Championships: ASWMC & CSMG
Tests: 6 (32 test miles) **Starters:** 59
1 Ben Griffin/Peter Littlefield (Peugeot 106 Rallye) 77m38s;
2 Matt Endean/Suze Endean (MG ZR) +51s; 3 Elliott Sharp/Michael Spicer (MG ZR); 4 Lucas Redwood/Zak Linham (Ford Sierra); 5 Chris

Woolley/Jamie Woolley (BMW E30); 6 Brian Andrews/James Leighton (Peugeot 106XS); 7 Andrew Lees/Grace Lees (Vauxhall Nova); 8 Alan Morgan/Carol Morgan (Suzuki Swift); 9 John Graham Taylor/Roger Davidson (MG ZR); 10 Thomas Alderton/Paul Alderton (MG ZR).
Class winners: Morgan/Morgan; Lees/Lees; Trevor Disney/Aaron Toms (Ford Focus ST170).



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SPORTING SCENE NEWS

Photos: Ben Lawrence, Ant Jenkins, Colin Casserley

SHELSLEY WALSH: BRITISH HILLCLIMB CHAMPIONSHIP BY PAUL LAWRENCE

AUGUST 13-14

RYDER STORMS SHELSLEY WALSH SIZZLER



Ryder used data to help his run-off

Matthew Ryder further underlined his status as the rising star of British hillclimbing by scoring an incredible victory in round 25 of the British Hillclimb Championship at Shelsley Walsh.

In searing heat, Ryder hooked it all together in the single championship run-off to set a stunning 22.44-second time and win the day. In taking his second victory of the season, Ryder overcame the combined might of Wallace Menzies, Scott Moran and Alex Summers and it was fitting that as he stepped up to receive his award at the end of the day the top scorers of the 2022 season all joined together in bowing down and saluting the new pretender. Such is the sporting camaraderie in the BHC paddock.

On Saturday, Ryder clocked his first 23s climb at Shelsley in the Gould GR59 he was sharing with its creator Sean Gould. But that was only warming up and on Sunday, in the single run-off, he posted the second-fastest climb in Shelsley history, just seven-hundredths of a second away from Gould's year-old record.

"I'm not sure where that came from," said an elated Ryder. "We had a new set of tyres and it just came together. This is our second



Alex Summers was left frustrated with a fourth-place run-

time at Shelsley this year so we had some data to work from."

As roasting temperatures boiled the paddock and the packed spectator banks, the day was reduced to a single championship run-off after a single set of class runs. Several time-consuming delays and concern for the wellbeing of the marshals prompted the organisers to call a halt at around 1630hrs rather than press on and face a finish after 1900hrs.

In the single run-off, Menzies and Moran tied for second on 22.65s, even though Menzies whacked the bank on the exit of Top Ess. Fastest qualifier Summers was frustrated to drop to fourth on a 22.91s when a fresh set of rubber failed to deliver an improvement and a slide at Bottom Ess cost precious fractions of a second.

From the smaller-engine cars, a typically committed performance

by Richard Spedding in the GWR Raptor netted eighth behind the rapid Dave Uren, Trevor Willis and Sean Gould in a run-off where drivers had to get under 25s to score points.

Running alongside the BHC run-off was a pilot top-10 run off for the best of the cars with roofs and it proved a popular experiment as Ian Rowland emerged fastest in his MG Metro 6R4.

Results
Round 25: 1 Matthew Ryder (4000cc Gould-Judd GR59JB) 22.44s; 2= Wallace Menzies (3300cc Gould-Cosworth GR59M) and Scott Moran (4000cc Gould-Judd GR59J) 22.65s; 4 Alex Summers (2650cc DJ-Cosworth Firestorm) 22.91s; 5 David Uren (3500cc Gould-NME GR55B) 23.31s; 6 Trevor Willis (3200cc OMS 28-RTE) 23.57s; 7 Sean Gould (4000cc Gould-Judd GR59JB) 24.23s; 8 Richard Spedding (1600cc GWR-Hayabusa Raptor 2) 24.48s; 9 Graham Wynn (4000cc Gould-Judd GR59J) 24.80s; 10 Jack Cottrill (2650cc DJ-Cosworth Dallara) 24.89s.
Round 26: Cancelled
Championship positions (after 25/30 rounds): 1 Menzies 228; 2 Summers 223; 3 Moran 207; 4 Willis 156; 5 Ryder 147; 6 Uren 106; etc.

BRISCA F1: SKEGNESS BY COLIN CASSERLEY

AUGUST 13

HARRIS SECURES SECOND SPOT FOR THE WORLD FINAL

Tom Harris dominated the World Final Semi at Skegness. The defending champion led every lap to book himself a front row starting spot at Ipswich in September.

The only thing that went wrong for Harris was that he lost the coin toss to decide who starts on the inside in the World Final race. That was won by Paul Hines, who won the first Semi Final at Bradford a few weeks ago.

Harris survived a first-bend attack from Lee Fairhurst and

stretched his lead to win by almost half a lap. Behind him, though, there was a tremendous scrap for second place. Bobby Griffin moved into second spot on the opening lap, but Frankie Wainman Jr nudged his way into the runner-up position a few laps later. The duo swapped places several times before Wainman crossed the line in second a few metres ahead.

Alex Wass came from the back of the grid to take seventh place to qualify for his first World Final while John Lund claimed the last

qualifying spot. It was Lund's 41st Semi Final race and he has now made it into the World Final an incredible 33 times.

Winner Harris explained: "I got shoved from behind before the green flag dropped, but that did me a favour as, rather than set off slow, it gave me a good start. They came in with a big hit on the first bend, but I managed to get away.

"After that I didn't want to go mad and break anything. My crew did a great job to get me out there: I blew an engine in practice and they worked

hard to fit a replacement."

Griffin was delighted with third. "I got close to Wainman at the end of the race, but someone was dropping oil," he said. "I wasn't sure it was Wainman, but I could see some smoke coming from his car. Every time I got on the inside of him, I just couldn't get enough grip to get past him."

Results
Organiser: Skegness Raceway, BriSCA F1
Where: Skegness **When:** August 13
Starters: 48
1 Tom Harris; 2 Frankie Wainman Jr; 3 Bobby Griffin; 4 Michael Scriven; 5 Danny Wainman; 6 Tyrone Evans; 7 Alex Wass; 8 Catherine Harris; 9 Shaun Webster; 10 John Lund.



Harris celebrates, but then his only defeat was to a coin...

BRISCA F2 ROUND-UP



Guinchard's win secured his World Final start slot

On-form Guinchard sets down pole marker

The front row of next month's BriSCA Formula 2 World Final grid will comprise veteran campaigner Gordon Moodie on the outside of young pretender Charlie Guinchard after each won their Semi Finals at Buxton.

Three-time World champion Moodie was jumped by Dave Polley before reclaiming the advantage on lap three. Defending World champion Chris Burgoyne then demoted Polley to third in the closing stages.

The second Semi also followed the form book as British champion Guinchard won from pole position. The race was enlivened by charges from towards the back of the grid by two-time World number one Micky Brennan and Matt Stoneman. Each made devastating progress on their way to top-five finishes behind Guinchard, Jordon Thackra and Andrew Palmer.

Third in the meeting final, behind Steve Smith and Jack Witts, clinched Guinchard pole

position for the World Final.

Devon-based Stoneman won the Monday-night session at Taunton last week. Charlie Lobb had looked set for a second success in two days only for late yellow flags to bring Stoneman and Jamie Avery onto his tail. When Lobb twitched on fluid, his pursuers were through, and the Cornishman only managed to regain third when he successfully shifted Steven Gilbert on the final bend.

Mark Paulson

Results
Organiser: Autospeed **When:** August 8 **Where:** Smeatharpe Stadium, Taunton
Starters: 31.
1 Matt Stoneman; 2 Jamie Avery; 3 Charlie Lobb; 4 Josh Weare; 5 Steven Gilbert; 6 Aaron Vaight; 7 Charlie Fisher; 8 Tommy Farrell; 9 Adam Pearce; 10 Sam Weston.

Organiser: Buxton Raceway **When:** August 14 **Where:** Buxton Raceway **Starters:** 68.
SF1: 1 Gordon Moodie; 2 Chris Burgoyne; 3 Dave Polley; 4 Harley Burns; 5 Luke Wrench; 6 Liam Rennie; 7 Adam Rubery; 8 Steven Gilbert; 9 Adie Whitehead; 10 Dan Roots.
SF2: 1 Charlie Guinchard; 2 Jordon Thackra; 3 Andrew Palmer; 4 Matt Stoneman; 5 Micky Brennan; 6 Ben Lockwood; 7 Aaron Vaight; 8 Charley Tomblin; 9 Jamie Jones; 10 Steven Burgoyne.

WORLD RALLYCROSS

Photos: Red Bull Content Pool)

WRX: HELL, NORWAY BY HAL RIDGE

AUGUST 13-14



Kristoffersson led from the first turn



The winner was a familiar face after the battles in Norway

KRISTOFFERSSON OPENS A NEW CHAPTER FOR WRX WITH THE SAME OLD WINNING STORY

The undulating nature of the Lankebanan circuit in Hell, Norway is a favourite among World Rallycross Championship drivers. Its up-and-down layout not only returned to the World RX schedule for the first time since 2019 last weekend but could be also used as a metaphor for the series’ effort to switch to all-electric.

But fittingly, it was in Scandinavia, a stronghold for the series, where the discipline’s top-flight finally executed its transition last weekend. While the margins were close on track, it was poetic too that the most successful driver in World RX history, Johan Kristoffersson, stood on the top step of the podium after the two-day competition.

It was fellow World RX champion Timmy Hansen who stopped the clocks first in the first-ever official timed session for the new four-wheel-drive, 500kW all-electric cars in free practice on Saturday morning. Each of the teams with the exception of Munnich Motorsport had first run the freshly built machines at pace in a preseason test just a week earlier in Sweden.

But, it was four-time champion Kristoffersson who set the pace in the new-for-2022 single-lap Super

Pole session that determined the grid for heat one.

The Swede then drove to victory in the first ever multi-car race for the new machines, powered by a single-specification Kreisel-developed twin-motor powertrain. Hansen won the other heat one race but was just 0.3 shy of Kristoffersson’s time. Hansen was driving the family squad’s Peugeot 208 from the 2021 campaign, now fitted with Kreisel’s electric kit.

Kristoffersson, piloting Kristoffersson Motorsport’s all-new Volkswagen Polo, based on the German marque’s R5 (Rally2) chassis then had to play second fiddle to Hansen in heat two, before KMS bolted on new tyres to Kristoffersson’s car in heat three to drive to the fastest time, and the top position in the ranking order.

Hansen’s team-mate and brother Kevin Hansen was third best through each of the heats and he finished second to Kristoffersson in the pair’s progression session race, both surviving door-to-door contact in the run down to Turn 1.

Finn Niclas Gronholm, driving a PWR-branded machine for the new Construction Equipment Dealer Team squad, was collateral damage in the incident. His steering rack was broken by the first corner contact and it put him out.

With the car repaired for the semi-



Klara Andersson was a star turn

finals, Gronholm’s team, led by the experienced Jussi Pinomaki, made a bold strategy call. It put Gronholm on the fifth slot of the grid on new tyres.

The move worked, Gronholm stormed off the line from the outside in the four-car semi-final to move into the lead at the opening corner and drive to victory, while Timmy Hansen seemingly wrestled his 208 to second place. His younger brother and team-mate was forced to retire from the race following broken suspension in Turn 1.

Disaster has also struck Kristoffersson in the first semi but to a lesser extent: his Polo didn’t make it away from the startline with the rest of the grid when the lights went green. He was gifted a position when Rene Munnich’s Seat Ibiza stopped on the second tour, then overhauled team-mate Gustav Bergstrom (the young Swede making his World RX debut) but Kristoffersson could do nothing about the other

KMS driver, Ole Christian Veiby. Veiby drove to the semi-final win and claimed first choice of grid positions for the final. He, of course, chose the inside pole position slot.

The top two from each semi-final moved into the final, while the third-place finisher with the best ranking placing also progressed to the main event.

Having overcome a challenging opening day in her new World RX career, summarised by broken suspension in heat two, Klara Andersson had stunned regulars with her pace on day two, and joined the final grid.

In the main event, Hansen made the best initial launch, having saved two new front tyres for his Peugeot 208. He made a great start but, having launched from fourth on the grid, he was forced to try an outside move at the opening right-hand corner.

With the joker lap, which runs around the outside of the first turn at the Hell

circuit, now not allowed to be used on the opening lap of races, the pack went four-wide in Turn 1 and as Veiby and Gronholm also ran deep into the corner, Kristoffersson was able to dive through the open door on the inside to storm into the lead in the run to Turn 2.

The Swede was never headed, but battle raged behind between Hansen, who had climbed to second, and Veiby, the latter following the Peugeot driver into the joker lap mid-race, hampering his chances of moving up the order.

Andersson saved her compulsory extra route until late in the race, having moved to second on track, and almost returned to the main route in third. Jokering a lap earlier may have resulted in a different outcome, but she would ultimately finish fourth, a strong result ahead of team-mate Gronholm, while Veiby (literally) pushed Hansen to the finish to claim a career-first World RX podium.

RESULTS

World Rallycross Championship Round 1

P	DRIVER	CAR	TIME
1	Johan Kristoffersson	Volkswagen Polo	3m17.885s
2	Timmy Hansen	Peugeot 208	+3.692s
3	Ole Christian Veiby	Volkswagen Polo	+4.057s
4	Klara Andersson	PWR	+5.049s
5	Niclas Gronholm	PWR	+5.332s

No other finishers
RX2e: Viktor Vrankx (RX2e);
Euro RX1: Andreas Bakkerud (Audi S1); **Euro RX3:** Kobe Pauwels (Audi A1)

Bakkerud uses a very smart start to overhaul Marklund

European Rallycross Championship leader Anton Marklund dominated proceedings in the RX1 (Supercar) category throughout the weekend.

But, come the final, it was Norwegian hero Andreas Bakkerud who used new tyres onto the front of his EKS-run Audi S1 and made a good start. He dived up the inside of Marklund’s SET Promotion-run

Hyundai i20 in the first corner – the move resulting in Bakkerud climbing into a lead he would never relinquish, while Marklund suffered a front-right puncture and finished the race in fourth.

In another EKS-built S1, Sondre Evjen finished second, his car run by JC Raceteknik, while Yellow Squad driver Janis Baumanis claimed a first

podium of the campaign in third.

Belgian drivers starred in the other categories: Viktor Vrankx claimed victory in the FIA RX2e series ahead of Swedish pair Nils Andersson and Isak Sjoqvist.

In an identical podium to the opening round, Andersson overhauled Sjoqvist in the final, the latter having been Vrankx’s nearest

challenger through the weekend.

British driver Patrick O’Donovan endured a difficult weekend and didn’t make it through the semi-finals.

In the RX3 Euro RX category for Super1600 machines, Kobe Pauwels dominated to claim a second win of the campaign, ahead of Volland Racing team-mates Nils Volland and Damian Litwinowicz.



Bakkerud used his new tyres

HISTORICS

DOWN THE PUB

JOSH SHARP

Historic F3 racer
Age: 69 Lives: Cheshire



Sharp missed the Gold Cup

He raced as a youngster

"I raced cars back in the day but when I got married and had a family, I stopped and I had a business to build up. But in 2015, I decided that I wanted to get back into racing and I was tempted back into the VSCC. I bought a 1937 Riley and raced that for five or six years."

He was drawn to Historic F3

"Then I went to Oulton Park for pre-Gold Cup testing to meet Andrew Tart and Mike Walker, who was a hero of mine back in the day, and Simon Haughton who I raced against in Formula Ford 2000 back in period. Simon had a Chevron B15 and I just took one look at the cars and thought I've got to have one of these because when I was back in my teens my father would take me to Oulton Park."

He loved the category

"In those days, there were two heats and a final for one-litre F3 and everything was fiercely fought over. There was a great glamour and excitement to it and the cars were just gorgeous. I just fell in love with all that. And now here I am able to relive it and to drive the cars that I always loved."

He bought a Chevron

"Keith Messer put me in touch with a chap called Jim Blockley who, sadly, was unable to continue racing and we very quickly agreed a deal over the phone for his Chevron B17. I bought the car last September and took it to Andrew Tart. Unfortunately, we weren't ready for Goodwood so we were testing at Oulton Park for a day in the pouring rain."

He was instantly hooked

"I just remember going round Old Hall in the pouring rain on my out-lap, down the Avenue and downshifting for Cascades and I thought this is just the business. I am so happy in this car and it fits me like a glove. It sounds like a race car and it snicks through the gears beautifully."

He missed the Gold Cup

"It was a bit sad that we were not at the Gold Cup this year because that would have been the 60th anniversary of the first-ever motor race I went to see. But here we are in Historic F3, and I'm absolutely loving it and the people are wonderful."

MOMENTUM GATHERS BEHIND TIN-TOP CATEGORIES AHEAD OF 2023 SEASON

Vince Woodman and Gerry Marshall Trophies gaining huge support

By Paul Lawrence

Interest in racing for the Group 1 touring cars of the 1970s and early 1980s continues to build following the announcement of two new races series for the cars in 2023.

Automobiles Historiques, the organisation behind the GT and Sports Car Cup, reports strong support for its inaugural Vince Woodman Trophy race for Pre-1983 Group 1 Touring Cars at the Castle Combe Autumn Classic on September 24.

Meanwhile the Historic Racing Drivers Club ran a pilot race for its Gerry Marshall series at Snetterton in June and drew an impressive 29-car grid. There is a chance of a second pilot race later this season before a fuller programme in 2023.



Tin-tops are having a boom time currently

The response to the Vince Woodman race is already strong with confirmed entries including a host of Chevrolet Camaros, three-litre Ford Capris, Rover SD1s and a Ford Escort RS2000.

"We are confident of attracting a field in the mid-20s for the 45-minute one- or two-driver

pitstop race," said co-founders Flavien and Vanessa Marcais. "That's encouraging, but as Castle Combe can start 42 saloons there is availability to join the grid. Our aim is to put on a show for the Woodman family and the spectators."

The late Woodman, whose

family is supporting the event, won 12 British Saloon Car Championship races in his career, in both Camaros and Capris. The Bristol-based Ford dealer also scored 27 victories at his local Combe track, ranging from 1965 in a Lotus Cortina to 2008 in his Cologne Capri.

Photos: Paul Lawrence

RARE ASSEGAI TURNS HEADS AT OULTON PARK



The unusual Assegi is the only example of it ever created

The unique South African Assegai 1961 Grand Prix car is now owned by Julian Ellison, who had his second race in it at the Oulton Park Gold Cup.

Wiltshire-based Ellison has raced Volvos at Castle Combe and more recently a Vauxhall Astra VXR and a Ford Fiesta Super 1600.

"I thought this at the start of 2021," said Ellison. "I've also got an ex-works Austin-Healey Sprite from Le Mans, which was raced by the late

Paddy Hopkirk in 1966.

"I bought the Assegai because I really wanted to race at Monaco and I hope I can do that in 2024."

There was only ever one of them built and driven by Tony Kotze in South Africa, including the 1962 non-championship Rand GP. The Assegai, which means spear, draws design inspiration from Kotze's former Lotus 18 and is powered by a 1500cc Alfa Romeo engine.

Carter thwarted on his Formula Junior debut at Oulton Park

Historic Formula Ford racer Mark Carter stepped up to Formula Junior at Oulton Park, in the Speedsport team's Lotus 22, which Pierre Livingstone took to the overall podium at last year's Silverstone Classic.

Before running at Oulton, Carter said he was delighted to race in a car, the same type as had been raced by his idol Jim

Clark. "I had one straightline test at Turweston airfield. Jim Clark was my hero," he said.

Carter's other claim to fame is that he finished third in the 2014 British Bobsleigh Championship as the driver of a four-man bob.

Unfortunately, he was out of the opening race on the warming-up lap of the first race with gear linkage woes.



Carter had Formula Junior run

WILSON'S STAND-OUT IN FORMULA 2 GOLD CUP OUTING



Wilson was second on his step up to a Formula 2 car

Sam Wilson starred at the Oulton Park Gold Cup on a rare slicks-and-wings outing in the Formula 2 March 732 of Will Tomkins.

Wilson took over the car for the second Aurora Trophy race and charged from the back of the grid to finish second.

Tomkins had not raced the March for six years. "I've had it

for 12 years," said Tomkins.

"I've now converted it to the Wheatcroft racing colours of Roger Williamson and it runs with a BDG engine.

"I've only done six or so races over eight years. It's just a fantastic thing to drive," said the Peterborough driver who has previously raced with the VSCC and in Formula Ford 1600.

IN BRIEF

Friends united

With Mark Goodyear sidelined after contracting Covid, he offered his Lotus Elan to friends Andy Jarvis and Clive Buffey for the Oulton Park Gold Cup. Jarvis had only done two laps in the car previously at Silverstone while Buffey shared it with Goodyear on the Silverstone GP circuit in May. It was Buffey's first time racing at Oulton Park and they brought the Elan home safely fourth in class in the Guards Trophy.

MGBs for Goodwood

The second all-MGB race of the season will be held at the Goodwood Revival in September to mark the model's 60th birthday year. After 58 cars raced at the MG Car Club Silverstone meeting in June, a capacity grid of 30 MGBs will contest the Lavant Cup at Goodwood including some with important sporting histories. In previous years, the Lavant Cup has been an all-Ferrari race and a GT40 one-make contest.

Harrison's glory

Teenager Samuel Harrison clinched the Historic FF1600 title with another two wins at Oulton Park 10 days ago. Harrison has now won six of the 11 races this season in his Speedsport Merlyn Mk20 and cannot be caught over the remaining four races at Croft (September 4) and Silverstone (October 16). He also has a chance of adding the Historic F3 title to his season's tally.

Ilkley is on

Despite some concern about the availability of the Catterick ranges due to military training activity, the Ilkley Jubilee Rally is going ahead as planned on Sunday September 11. Clerk of the course Ian Mitchell is confident of being able to run a good rally and entries are now open for the penultimate round of the MN-backed HRCR Clubmans Rally Championship.

Brancroft's back

Nigel Bancroft ended an eight-year break from racing recently to return to Historic Formula Ford with his Crossle 20F at his home track of Oulton Park. In his first competitive event since tackling the 2017 Roger Albert Clark Rally in an ex-Matt Edwards Ford Escort Mk2. "I just thought it was time to have another go," said Bancroft, who previously raced a Cooper Grand Prix car with the HGPCA.

Wilson's Martini fizz

Historic F2 racer Matthew Watts switched to his Martini MK19 for Oulton Park, racing the French car for the first time since the end of the 2020 season. Over the last two years Watts has concentrated on his ex-Marc Surer March 782 but that car suffered overheating issues at Brands and the engine went back to Lester Owen for a check over. The March is due back for the Silverstone Classic, so Watts decided to race the Martini at Oulton Park and netted third place in the second race.

RALLY REPORTS

Photos: Jakob Ebrey Photography

SCOTTISH RALLY CHAMPIONSHIP: GRAMPIAN BY JOHN FIFE

AUGUST 13

David Bogie led rally throughout



Henderson chased Bogie all the way

BOGIE KEEPS UP THE PRESSURE IN THE CHASE FOR MORE SCOTTISH SILVERWARE

David Bogie and John Rowan bagged maximum Scottish Championship points on the Grampian Forest Stages Rally at the weekend to put their sixth national title chase back on course after their RSAC Scottish Rally retirement.

Their main title rivals, Michael Binnie and Claire Mole, crashed out on the first stage but remain firmly in pursuit with two rounds remaining.

The hot, very hot, topics of the day concerned weather, heat and stoor (dust). An early morning cold and damp sea fog lifted quickly revealing blue skies and scorching sunshine.

As one local worthy noted: "It's enough to make Aberdeen folk believe in global warming after all!"

Although the heat sink inside the cars was almost intolerable at times, the biggest problem was the great clouds of dust that trailed the speeding cars and hung thickly in the trees where the light breeze couldn't reach. Of course, a few crews 'contrived' schemes to claim two minute starts but most simply



Egglestone: 2WD battler

accepted it and got on with it.

Perhaps too enthusiastically for Binnie. The stages were fast but very tricky. They were mostly dust- and pebble-covered and, as the frontrunners cleared a line, it left more of this fine material off-line as Binnie found out.

With two wheels on the loose, the Mitsubishi Lancer E9 slid off into the bushes and among the trees, ending up perched precariously on a banking. Perhaps two solid weeks beforehand of 15-hour days driving a 650bhp combine harvester had something to do with that unusual lapse...

With no recce for the Scottish Rally Championship crews, Bogie was seventh fastest through the opening stage second time out in the Ford Fiesta Rally2, but this time keeping all four wheels well away from the cuts that did for him on the Scottish Rally.

Only two seconds behind Bogie came a storming run from John Wink and Neil Shanks in the Hyundai i20 R5 but, at the stage finish, their secret was revealed. Service crew chief (and triple Scottish Rally champion) Ken Wood had accurately predicted the damp early morning start and they had fitted super softs to the Hyundai.

Bogie was fastest Scottish crew through the second stage but, this time, David Henderson and Chris Lees were on the case. Their Fiesta Rally2 demoted Wink to

third fastest by two seconds.

With British Championship runner Garry Pearson taking time out of Bogie and catching his dust, Bogie showed his class and sportingly allowed his colleague to run ahead of him. Bogie was still fastest SRC crew through SS3, but Hugh Brunton and Drew Sturrock in their Fiesta R5 were now muscling in on the action and were quicker than Wink.

Unfortunately the rally was delayed at this point when the Lancer E9 of popular pairing Willie Paterson and Tom Hynd tumbled off the road on the outside of a long, fast right-hander. It was a violent incident causing the rescue services to spring into action. The crew were taken to Aberdeen Royal Infirmary. Hynd was released in the afternoon and Paterson that evening.

The Scottish contingent lost another frontrunner when the Subaru Impreza of Jock Armstrong and Cammy Fair withdrew at the end of SS4 with low oil pressure, followed on the next stage by the Ford Focus WRC of Bruce McCombie and Michael Coutts, which was setting top-six times before its demise.

Stage five featured a return to Durris where the Scots crews had more of a chance against the visitors, with Bogie and Henderson fourth and fifth fastest overall and Wink still delighting

his team back at service with third-fastest SRC crew, but the fast-improving Brunton equalled his time.

There was no change at the top with Bogie leading Henderson home, but just when he thought he was on the for the result of his season, the turbo on Wink's Hyundai failed costing him 17 seconds to Brunton and losing out on third-placed points.

Mark McCulloch and Michael Hendry almost caught Wink in that final stage as development of the Proton Satria Evo continues but had to settle for fourth-placed SRC points while Angus Lawrie and Paul Gribben scored top SRC Challenger points in 12th overall. The Mitsubishi Lancer E9 crew just held off the E6 version of Scott Beattie and Peredur Davies by two seconds.

The top two-wheel-drive runner on the day was again Peter Stewart with Harry Marchbank in the Peugeot 208, the machine just having the edge on the rear-wheel-drive Ford Escort Mk2 of Stuart Egglestone and Brian Hodgson.

Despite Bogie's performance, there is still much to play for in the Scottish Championship. Bogie said: "I'll miss the Carlisle Stages: my brother is getting married that weekend – in Brazil!" That means the next round, the Galloway Hills clash on September 10, will be more crucial than ever for his opponents.

RESULTS

Grampian Forest Rally When: August 13

POS	DRIVER/CO-DRIVER	CAR	TIME
1	David Bogie/John Rowan	Ford Fiesta Rally2	40m58s
2	David Henderson/Chris Lees	Ford Fiesta Rally2	+19s
3	Hugh Brunton/Drew Sturrock	Ford Fiesta R5	+49s
4	John Wink/Neil Shanks	Hyundai i20 R5	+1m15s
5	Mark McCulloch/Michael Hendry	Proton Satria Evo 2000	+1m21s
6	Angus Lawrie/Paul Gribben	Mitsubishi Lancer E9	+1m53s
7	Scott Beattie/Peredur Wyn Davies	Mitsubishi Lancer E9	+1m55s
8	Robert Adamson/Jamie Edwards	Ford Fiesta Rally2	+3m17s
9	Peter Stewart/Harry Marchbank	Peugeot 208 Rally4	+3m55s
10	Stuart Egglestone/Brian Hodgson	Ford Escort Mk2	+4m19s

Class winners: **C1:** Robert Tonge/James Hudson (MG ZR); **C2:** Chris Baillie/Brian Foggio (MG ZR); **C3:** Colin Patterson/Gary Clark (Ford Escort Mk2); **C5:** Mike Moates/Gary McDonald (Subaru Impreza); **M2:** Keith Riddick/Mairi Riddick (MG ZR); **M4:** John Crawford/Josh Davison (Ford Escort Mk2); **M5:** Allan MacDowall/Mark Casey (Ford Escort Mk2); **M6:** Simon Hay/Calum Jaffray (Mitsubishi Lancer E6); **M7:** McCulloch/Hendry; **Pro2:** Stewart/Marchbank; **Pro4:** Bogie/Rowan; **H1:** Egglestone/Hodgson; **H2:** Steve Bannister/Callum Atkinson (Ford Escort Mk2).



Brunton got third after Wink's late turbo misfortune

CLASSES

Riddicks are pushed hard for the 1600 class honours

Keith Riddick and Mairi Riddick dominated the 1600 class in their MG ZR with newcomer Robert Proudlock getting quicker each time out as he finished runner-up in his Vauxhall Adam with Steven Brown.

Scott Peacock and Craig

Wallace took third in class in their MG ZR as Justin Gunning and Steven Clark lost out with a punctured wheel. A jammed rock taking a gouge out of the Fiesta R2's alloy rim.

Meghan O'Kane's 'lucky banana' proved fruitful once

again finishing top Lady Driver with dad John in her Fiesta. She also scored fourth in the competitive 1600 class, whereas Ashleigh Morris and Martin Haggett had a most trying day indeed. It started with a rear puncture in SS2, a 'straight-on'

at a 90-degree left junction, where an earlier car had removed the tape. Then they smacked a rock with the front offside corner on SS4 leaving the Fiesta R200 battered and bruised but still driving. Not so the Mitsubishi Lancer of

Aileen and John Forrest. She just got two wheels on to the loose on the final stage and a deep ditch beckoned.

Among the lucky escapes on the day was the BMW 325i of Ernie and Patricia Lee. The driver said: "We slid well off on

the outside of a fast right hander and as a farmer I thought there is no way this will go back out the way it went in, so I just pinned it, clearing a ditch and vaulting a banking to rapturous applause from the spectators!"

BTCC REPORT: SNETTERTON

IN BRIEF

Keeping cool

All the cars at Snetterton were allowed to run with a tweaked cooling systems. The permitted changes included extra exhaust shielding, engine pipework shielding, fuel pump alterations and extra precautions on the hybrid systems to cope with the extreme temperatures over the course of the two-day meeting.

Ingram tops

Excelr8 Motorsport Hyundai i30 N driver Tom Ingram topped the opening free practice session with a 1m55.302s (92.69mph) lap. He was almost one tenth clear of the MB Motorsport BMW 330i M Sport of Jake Hill. The second, warmer session was headed by Hill with a 1m56.741s (91.55mph) tour, which was one tenth ahead of Ingram.

Pole pleasure

Colin Turkington secured the 27th pole position of his career when he planted his WSR BMW 330e M Sport on top of the qualifying times on Saturday afternoon. His 1m55.805s (92.29mph) lap secured the extra championship point for top slot. It was a remarkable achievement as he did not have any hybrid usage as he had come into the meeting as the title leader. "That really was a one-lap wonder," said the Northern Irishman. He headed Jake Hill's MB Motorsport BMW 330e M Sport

Jelley's wobble

Stephen Jelley initially qualified his WSR BMW 330e M Sport in third place in the timed session, but was dropped a single place on the grid to fourth spot after impeding Dan Cammish (Motorbase Performance Ford Focus) during the timed running. Cammish lined up in eighth place.

Colin on top

Colin Turkington's pole position meant that he extended his advantage at the top of the Goodyear Wingfoot award points for the top qualifier over the season. The WSR BMW 330e M Sport driver is 10 points clear of the sister MB Motorsport BMW 330e M Sport of Jake Hill, while Excelr8 Motorsport's Tom Ingram (Hyundai i30 N) is third in the points.

Turks' landmark

Four-time champion Colin Turkington (WSR BMW 330i M Sport) celebrated his 500th race in the British Touring Car Championship in the third race of the weekend at Snetterton. His car carried the number 500 to mark the occasion. Race three also marked BTC Racing Honda Civic man Jason Plato's 650th contest.

Jack Sears Trophy

Victory in the third race of the weekend means that Ciceley Motorsport's BMW driver George Gamble has moved to within two points of Team Hard Cupra driver Bobby Thompson at the top of the Jack Sears Trophy. Power Maxed Racing Vauxhall Astra man Ash Hand took the wins in races one and two in Norfolk



Turkington (l) and Hill battle it out



Old foes: Champ Ash Sutton and Jason Plato

BMW DOMINATES IN THE HEAT IN NORFOLK

Colin Turkington was once again the stand-out BTCC performer. By **Matt James**

While the crowd might have sweated, the BMW drivers were the coolest men at Snetterton.

On a track that is generally a mixed bag in terms of performance between the rear-wheel-drive and front-wheel-drive tin-tops, the extra degrees meant that the gentler tyre use of the German machines would be a huge advantage.

Colin Turkington won twice to turn the screw at the top of the table in the opening two races, with the sister MB Motorsport car of Jake Hill snapping at his heels both times.

Ash Sutton, the reigning champion, claimed race three to cling to his title hopes by his fingernails, but it was all about the 330e M Sports in Norfolk.

Race 1

After qualifying alongside his team-mate Turkington on the front row, Hill had a prediction for the race. "We just have to play nicely... and take what's on the table," he smiled.

Hill's prediction proved to play out perfectly. Turkington got a superb launch in his WSR machine to head the MB Motorsport-branded version into Riches at the first time of asking, and the pair scammed clear for an intra-marque battle.

There had been a pre-race chat between the drivers that they would only go toe-to-toe (as they had at the opening meeting of the season at Donington) after the first few laps had been completed. They followed the script perfectly.

The leader kept Hill at a decent one-second arm's length over the opening period of the race and it appeared that the win would be the Northern Irishman's at a canter. However, a one-lap safety car period (to clear up Michael Crees' broken down Power

Maxed Racing Vauxhall Astra), the fight was on again. However, it seemed that Hill had found fresh momentum and he was less than half a second from his team-mate when another caution period was called for as Aiden Moffat (Laser Tools Racing Infiniti) had been involved in contact with Josh Cook (BTC Racing Honda Civic Type R) at Riches and the Q50 was left with broken suspension.

Turkington managed the restart well and Hill was unable to present a threat over the remaining four laps. Turkington said it hadn't all been plain sailing though.

"The heat in the car made things so difficult," said the BMW man after his 62nd career victory. "The car was handling really well, but it was all about maintaining focus and concentration. The safety cars present an extra challenge and it always takes a little while to get the tyres back up to temperature."

Hill, for his part, knew that the sister car was stronger over the latter period. "Colin seemed to be able to switch his tyres on after the restart better than my car, and I just couldn't hang on to him," admitted the Kent man. "Colin drove brilliantly as well."

Third-placed Tom Ingram knew that his Excelr8 Motorsport Hyundai i30 N might be a tougher prospect over the sweltering race. While the BMWs split their rear-drive motivation with front-tyre steering, Ingram's pair of Goodyears at the front had all the work to do.

He maintained his third place off the grid and was forced to look to his mirrors for the energetic Adam Morgan (Ciceley Motorsport BMW 330e M Sport) over the closing stages. "That was tough going. My last lap was 1.2s slower than Turkington's [to highlight the difference between front-wheel drive and rear-wheel drive]," he said.

Behind Morgan was the WSR BMW of Stephen Jelley, which had lost out to

the Ciceley car on the opening lap and was unable to restore the order. He was one second in arrears of the fourth-place car at the flag.

A season's best equalling sixth place delighted BTC Racing Honda Civic Type R man Jason Plato. He didn't think his M-Sport-engined machine would be able to maintain its form from qualifying (he had lined up sixth too), but a huge dogfight in his wake helped him relax a little.

In the end, Dan Cammish (Motorbase Performance Ford Focus) was unable to unseat the Honda, while he was forced to look to his mirrors to fend off Dan Rowbottom (Team Dynamics Honda Civic Type R), Sutton and Gordon Shedden (Team Dynamics Honda Civic Type R).

One of the hard luck stories of the weekend belonged to Josh Cook (BTC Racing Honda Civic Type R). A hybrid problem in qualifying left him 22nd on the grid and he fought back up through into the points before being shovelled off the track and ultimately into the danger zone for his clash with Moffat. He kept going but at a reduced pace, forced by high water temperatures, and crossed the line in a lowly 20th.

George Gamble (Ciceley Motorsport) also did not have a representative race as a master switch failed on the warm-up lap. He set off from the back, climbed up to a points-paying 14th position. However, he too was pushed off the track and had to regroup, and 16th was the result.

Race 2

The BMW duo of Turkington and Hill in race one might have played nicely, but once they had rounded Riches side-by-side, the crunch point was about to come at the Wilson hairpin on the opening tour of race two.

Hill went around the outside of his rival through the 180-degree turn and stayed there. And again in Turn 3, they

were level. Going into Agostini, Turkington was on the inside. They remained that way until the end of the back straight, where Turkington, received a bump draft from the closely following Ingram down the Bentley Straight.

That meant that Hill had to slot into line by the time they reached the right-hander at Nelson. Hill had enjoyed the dice with the sister car.

"We had discussed team orders before the race, like we had in race one," said Hill. "The deal was that whoever was ahead by Turn 2 would have the corner uncontested. But they didn't tell us what to do if we were alongside each other..."

"We just raced hard for the rest of the lap. Ingram gave Colin a nudge down the back straight. That was like he had a nitro boost! I wish Ingram had have chosen my boot lid to tap into..."

Turkington knew that he was going to be under threat early on. "That is the chance for everyone to make places, so we are all going to try things. We showed each other a lot of respect."

Turkington pulled away by a few tenths a lap, but that came to nought when the safety car was called for Shedden's stricken Honda, which had stopped at the Bomb Hole on lap six of 14. There were six laps left to run when the green flags flew, and some zealous use of his hybrid system helped Hill to within two tenths of Turkington. The leader was even forced into a defence on lap 11 but Hill failed to make any move stick.

"I saw Jake sneaking up with his hybrid, so I had to be clever and I saved my for the end," said Turkington. "It has been a great weekend so far, but two wins are pointless without something decent from race three."

Ingram's race was, as he put it, a "copy and paste" of the opener. After his helping hand with Turkington on lap one, the Hyundai man was stuck in no-man's

Photos: Jakob Ebrey, Steve Hindle

land in third spot. Morgan, who was, at points, on the back of his prey could not make a move land.

“I am pleased that we are back in the points, but we just didn’t have the pace of the WSR cars,” said the Ciceley man. “I could do nothing about Ingram either: every time I closed up, the engine was getting too hot and I was forced to drop back and let it breathe.”

Jelley ran in a lonely fifth position, and he was followed home by Ricky Collard, who was completing one of his most competitive weekends in the series since his full-time return at the start of this season.

He had passed Plato for position shortly before the mid-race safety car. Rowbottom was once again forced to fend off Sutton for his eighth spot. He might have been better to let him by though as the number nine was drawn out of the reversed-grid bowl to give Sutton pole position for the weekend’s finale. Ash Hand (Power Maxed Racing Vauxhall Astra) finished in 10th spot.

Cammish’s hopes of strong points were ruined by contact from behind for team-mate Sutton, which pushed the reigning champion into the sister car at the second corner, while former championship leader Cook was still ruining a breathless Honda, which left him in 15th spot, one place behind Gamble.

Race 3

With nine drawn as the reversed-grid number, the front two rows contained front-wheel-drive machines for race two. This was a chance to strike back.

Sutton was loving set-up changes made to his Focus. They had been applied for race two, but his early skirmish meant he hadn’t had a chance to sample them properly. As he scampered off down the road to win race three, he was smiling.

“That car was superb,” he said afterwards. “We were too cautious on the set-up coming to Snetterton because the car had been so good at Knockhill, but when we worked it out, it flew. We should have had this result in race two as well, so it is great to have finally made the difference here.”

Sutton was easily able to keep Plato at bay. The Honda man was pushing all of his available hybrid buttons over the start of the event to keep himself in the hunt, but once he had used up his allocation, he was counting down the laps until the chequered flag. Second place was a great reward and his best of the season.

The drama was reserved for the final podium slot. A feisty Collard had jumped third-placed Rowbottom at Agostini on lap five of 12 but was repassed and then had to so it again at Nelson on the same tour. Over the latter stages, he had been looking in his mirrors as Ingram closed in, and the Hyundai got ahead coming out of Agostini on the last lap. Going into Oggies a few hundred yards later, Collard dived for the inside and retook the slot, although the positions would later be reversed by the stewards.

As Rowbottom’s battle-scarred machine dropped through the order, it opened the path for Hill, leading Turkington, to bank decent points for fifth and sixth slot.

Rory Butcher’s run to seventh had been punctuated by contact with Jelley at Nelson on lap three, which had spun the BMW to the back. It is an incident that earned Butcher a couple of points on his race licence. He fended off Morgan to the line, while the Motorbase Focus of Ollie Jackson made a rare appearance in the top 10 in ninth, ahead of the limping-home Rowbottom.



Three podiums kept Ingram’s Hyundai in the picture at Snetterton



Plato took his best result of the campaign with a second position

SUPPORT RACES

Snetterton proved to be a doubly happy hunting ground for Irish Alexes.

Both Alex Denning and Alex Dunne took two wins in Norfolk. Graves Motorsport driver Denning claimed his maiden Mini Challenge victory at the previous event at Knockhill and continued that strong form last weekend by leading the opener throughout. He then doubled up in race two, but had to resist twin attacks, first from runaway points leader Sam Weller and then from Jason Lockwood.

The latter had a brilliant run out of Murrays and drew alongside across the line but fell just 0.016 seconds short. However, the Irishman’s meeting ended on a disappointing note as his left-front wheel detached itself at Riches on the final lap when he was third as reversed-grid polesitter Jack Mitchell (JW Bird) defeated Lockwood.

After a sloppy Scottish weekend by his usual standards, Hitech driver Dunne was back to his imperious best at Snetterton to add more British Formula 4 success.

He did lose out to Georgi Dimitrov at the start of the opener but then made a brilliant move around the outside of Turn 3 to reclaim the lead

and take the win. He was later even more dominant in the finale, winning by 10s. Joseph Loake (JHR) claimed the reversed-grid spoils after front-row starters Oliver Stewart and Louis Sharp tangled at the Wilson Hairpin.

Ginetta Junior produced some of the best action of the weekend with Will Macintyre, Liam McNeilly, Kanato Le, Harri Reynolds, Maurice Henry and Josh Rowledge all featuring in lead battles. Macintyre won the opener, defeating McNeilly by just 0.042s, before Le bounced back from being punted off by Sonny Smith in race one to win the second contest. Rowledge then made up for a disappointing qualifying to win the finale.

Team Parker racer Kiern Jewiss extended his Porsche Carrera Cup GB points margin by winning the opener before Matty Graham (Redline) won the second encounter.

James Kellett scored another two Ginetta GT4 Supercup triumphs for Century, before Tom Emson (Elite) took the finale with an excellent pass on Darren Leung around the outside of Coram and inside of Murrays.

Stephen Lickorish

Developments)		
■ Mini Challenge Trophy Races 1 & 2: Alex Denning (Graves Motorsport); Race 3: Jack Mitchell (JW Bird Motorsport)	■ Ginetta Junior Race 1: Will Macintyre (Elite Motorsport); Race 2: Kanato Le (Elite Motorsport); Race 3: Josh Rowledge (R Racing)	■ Porsche Carrera Cup GB Race 1: Kiern Jewiss (Team Parker Racing); Race 2: Matty Graham (Redline Racing)
■ British Formula 4 Races 1 & 3: Alex Dunne (Hitech GP); Race 2: Joseph Loake (JHR)	■ Ginetta GT4 Supercup Races 1 & 2: James Kellett (Century Motorsport); Race 3: Tom Emson (Elite Motorsport)	



Alex Denning only just held on in the second Mini encounter



Rowbottom was forced into defence mode during the finale

RESULTS

BTCC Croft
Round 19
Laps: 15 Track: baking hot

	DRIVER	TEAM/CAR	TIME
1	Colin Turkington (1)	WSR BMW 330e M Sport	32m10.063s
2	Jake Hill (4)	MB Motorsport BMW 330e M Sport	+1.098s
3	Tom Ingram (2)	Excelr8 Motorsport Hyundai i30 N	+2.506s
4	Adam Morgan (9)	Ciceley Motorsport BMW 330e M Sport	+4.171s
5	Stephen Jelley (10)	WSR BMW 330e M Sport	+5.133s
6	Jason Plato	BTC Racing Honda Civic Type R	+6.519s
7	Dan Cammish	Motorbase Performance Ford Focus ST	+6.975s
8	Daniel Rowbottom	Team Dynamics Honda Civic Type R	+7.915s
9	Ash Sutton (3)	Motorbase Performance Ford Focus ST	+7.945s
10	Gordon Shedden (7)	Team Dynamics Honda Civic Type R	+8.037s

11 Ricky Collard (Speedworks Motorsport Toyota Corolla) +10.850s; 12 Dan Lloyd (8) (Excelr8 Motorsport Hyundai i30 N) +11.598s; 13 Ash Hand (Power Maxed Racing Vauxhall Astra) +11.982s; 14 Bobby Thompson (Team Hard Cupra R) +12.221s; 15 Rory Butcher (6) (Speedworks Motorsport Toyota Corolla) +12.362s; 16 George Gamble (Ciceley Motorsport BMW 330e M Sport) +15.640s; 17 Aron Taylor-Smith (Team Hard Cupra R) +17.521s; 18 Ollie Jackson (Motorbase Performance Ford Focus ST) +17.763s; 19 Dexter Patterson (Laser Tools Racing Infiniti Q50) +18.418s; 20 Josh Cook (5) (BTC Racing Honda Civic Type R) +19.608s; 21 Sam Osborne (Motorbase Performance Ford Focus ST) +19.719s; 22 Jack Butel (Excelr8 Motorsport Hyundai i30 N) +20.120s; 23 Rick Parfitt (Team Hard Infiniti Q50) +24.949s; 24 Nic Hamilton (Team Hard Cupra R) +25.401s; 25 Will Powell (Team Hard Cupra R) +25.418s; R Aiden Moffat (Laser Tools Racing Infiniti Q50) 9 laps/contact; R Jade Edwards (BTC Racing Honda Civic Type R) 8 laps/overheating-engine; R Michael Crees (Power Maxed Racing Vauxhall Astra) 3 laps/oil cooler problem; R Tom Chilton (Excelr8 Motorsport Hyundai i30 N) 0 laps/radiator water hose clip failed-overheating. **Pole position:** Turkington 1m55.805s (92.29mph). **Winner's average speed:** 83.06mph. **Fastest lap:** Turkington 1m57.389s (91.04mph). **Lap leaders:** Turkington 1-15.

Round 20: 15 laps Track: hot

	DRIVER	TIME
1	Turkington (1)	29m02.147s
2	Hill (2)	+1.287s
3	Ingram (4)	+4.872s
4	Morgan (3)	+5.919s
5	Jelley (5)	+6.310s
6	Collard	+8.634s
7	Plato (6)	+9.838s
8	Rowbottom (8)	+10.477s
9	Sutton (9)	+10.717s
10	Hand	+14.191s

11 Lloyd +14.806s; 12 Butcher +15.171s; 13 Jackson +17.088s; 14 Gamble +17.355s; 15 Cook +20.393s; 16 Taylor-Smith +22.623s; 17 Thompson +22.761s; 18 Cammish (7) +23.140s; 19 Butel +23.448s; 20 Osborne +25.044s; 21 Crees +33.686s; 22 Edwards +43.354s; 23 Hamilton +47.161s; R Moffat 8 laps/hybrid failure-overheating; R Powell 8 laps/damage; R Parfitt 7 laps/damage; R Shedden (10) 4 laps/damaged exhaust-overheating; R Patterson 4 laps/broken hose on power steering; NS Chilton new engine being fitted. **Winner's average speed:** 85.89mph. **Fastest lap:** Turkington 1m56.218s (91.96mph). **Lap leaders:** Turkington 1-14.

Laps without hybrid: (1) = 10; (2) = 9; (3) = 8; (4) = 7; (5) = 6; (6) = 5; (7) = 4; (8) = 3; (9) = 2; (10) = 1; all others have full usage

Drivers standings

POS	DRIVER	POINTS
1	Colin Turkington	282
2	Tom Ingram	267
3	Jake Hill	258
4	Ash Sutton	257
5	Josh Cook	210
6	Rory Butcher	184
7	Gordon Shedden	169
8	Dan Lloyd	144
9	Adam Morgan	142
10	Stephen Jelley	129

11 Daniel Rowbottom 116; 12 Daniel Cammish 109; 13 George Gamble 100; 14 Jason Plato 72; 15 Bobby Thompson 64; 16 Ricky Collard 62; 17 Tom Chilton 62; 18 Aiden Moffat 58; 19 Ash Hand 43; 20 Michael Crees 27; 21 Aron Taylor-Smith 25; 22 Ollie Jackson 19; 23 Dexter Patterson 3; 24 James Cornall 2; 25 Sam Osborne 1; 26 Jade Edwards 1.

Round 21: 12 laps Track: hot

	DRIVER	TIME
1	Sutton (9)	23m51.491s
2	Plato (7)	+4.556s
3	Ingram (3)	+7.263s
4	Collard (6)	+7.475s*
5	Hill (2)	+8.677s
6	Turkington (1)	+9.074s
7	Butcher	+12.094s
8	Morgan (4)	+12.344s
9	Jackson	+15.263s
10	Rowbottom (8)	+15.551s

11 Cook +15.9467s; 12 Lloyd +16.366s; 13 Gamble +16.912s; 14 Thompson +17.356s; 15 Shedden +17.815s; 16 Cammish +18.905s; 17 Moffat +19.626s; 18 Crees +22.221s; 19 Patterson +22.690s; 20 Osborne +24.892s; 21 Jelley (5) +27.961s; 22 Taylor-Smith +34.406s; 23 Edwards +35.511s; 24 Powell 1m45.614s; R Butel 5 laps/overheating; R Hand (10) 4 laps/driveshaft; R Hamilton 0 laps/wheel hub failure; NS: Parfitt; NS: Chilton. **Winner's average speed:** 88.59mph. **Fastest lap:** Sutton 1m57.772s (90.75mph). **Lap leaders:** Sutton 1-12. * = 1s penalty for contact.

Independents Trophy

POS	DRIVER	POINTS
1	Cook	347
2	Morgan	292
3	Gamble	257
4	Thompson	243
5	Plato	216
6	Moffat	215
7	Taylor-Smith	188
8	Hand	175
9	Crees	159
10	Patterson	125

11 Edwards 118; 12 Hamilton 102; 13 Parfitt 67; 14 Powell 64.

BRC REPORT: GRAMPIAN

IN BRIEF

Pearson's pain

Garry Pearson had been producing a strong performance in his Hankook-shod Ford Fiesta Rally2, lying fourth overall and just four seconds off the podium after SS4. But, in a bid to challenge for a second rostrum finish of the year, Pearson ran wide and into a soft ditch on SS5 which sucked him in and out of the rally.

Pritchard's points

Jason Pritchard flew under the radar for much of the Grampian, his first rally this far north since Rally of Scotland in the IRC 11 years ago. Out to gain more experience in his Polo R5, there were no heroics but no major dramas either. Any plans to attack were thwarted by a spin on the first loop, but despite a stall off the start-line of SS5 and a puncture on SS6 he clung on to claim a top five finish.

Davies' drama

Andy Davies has had a trying first season in R5, but things became really bizarre on round four when he ran into trouble just after a ceremonial start. A group of youngsters threw a tin of paint over his Fiesta R5 as Davies was driving along and managed to obscure his vision perfectly. "It was thinned-down paint," Davies said, "but for five miles it wouldn't clear, the wipers couldn't do it. We eventually found somewhere to stop and clear it, but I don't know why it happened. We're a long way from home."

Lloyd's luck turns

Ioan Lloyd's day looked done when he failed to even start the opening stage. "We smelt fuel on the way to stage one and basically there was an o-ring on top of the fuel pump that had swelled up and let all the fuel out, so unfortunately, we couldn't go any further," he said. "Honestly we're not having a lot of luck recently, so hopefully lady luck will find me at some point." But that's exactly what happened, as returning under super-rally ended up netting a maiden Junior BRC podium when Kyle White retired.

Mains' mishap

William Mains was dealt a blow in the lead up to the event as he needed a late switch of co-driver, but things didn't get much better once he made it up to Scotland. The engine on his Vauxhall Corsa went on stage three, denying him the chance of capitalising on playing his joker.

Carmichael's charge

Alan Carmichael is streaking clear in the National Rally Title race, winning all three of his starts so far in a Hyundai i20 R5. When Mains went out Carmichael was the last man standing on the Grampian Rally, but his pace was strong enough to put him a theoretical sixth overall in British Rally Championship were he eligible for main championship points.

CRONIN LEVELS THE SCORE IN SCOTLAND

*Four-time champion was never headed in the forests. By **Luke Barry***



Cronin managed his way through the dust



Pryce grabbed a late second

Keith Cronin has made Scotland his own in this year's British Rally Championship, winning the Grampian Forest Rally by 21 seconds over Osian Pryce, who stole second from Ruairi Bell on the very last stage.

The victory puts Cronin and Pryce on two victories apiece four rounds into the season.

Four-time British champion Cronin looked assured from the off in a warm, dry and dusty Aberdeenshire. Going quicker than the similar Volkswagen Polo GTI R5 of Pryce by four seconds on the Durriss opener surprised him, but six seconds up on anybody else on the second test was even more emphatic and earned Cronin a 10s lead at first service.

"I didn't think I'd be leading by that much, I didn't know if I'd be leading at all," Cronin said. "We've definitely dropped bits with the dust, I know he's losing bits with [road cleaning] but there's no real clean line developing."

There was a definite upturn in performance though since the Nicky Grist, thanks to some set-up tweaks to the Polo. But what he had changed? "Bits," Cronin smiled. What kind of bits? "That'd be telling secrets..." he replied, before co-driver Mikie Galvin did his best to bribe MN: "That'll be £500!" he laughed.

The mood was slightly less jovial in

Pryce's camp, but he did at least know where he was losing the time. "No," he said when asked if he was surprised by the gap. "Not with how much the car's dancing around. We'd prefer it to be not so much, but when we try to get on the gas or carry any speed it just dances around on the gravel, which we knew was going to happen anyway [as first car on the road]. We saw it last year. For the second pass hopefully it'll be a bit more even but obviously Keith's driving very well as well, so it'll be very difficult to take time out of him, we'll just have to rescue what we can."

Pryce's theory looked to be accurate. Out of service the crews headed for Finglenny where once again Cronin was fastest – doubling his advantage over Pryce, who slipped to third at the expense of Bell. But on the first repeat stage, SS4, Pryce stole three seconds back from Cronin, although remained rooted in third as Bell's Skoda Fabia R5 was just as quick over the 7.12 miles.

"We're trying too hard," Pryce rued in the regroup. "I never expected it to be this bad. We thought we'd dropped time but Mikie [Galvin] was saying we're driving well."

Cronin, however, felt the pockets of dust he was facing were offsetting any advantage he had in terms of cleaning, describing the dust as "really bad" on SS4. "It was brutal," he said. "It was worse [than the first pass], I thought it would be better. We pushed hard on the



Winners Galvin (l) and Cronin celebrate



Skoda man Bell was right in the thick of the battle for second position



Kelly prevailed in Junior BRC after an epic tussle with White

KELLY WINS; DISASTER STRIKES WHITE

Eamonn Kelly returned to winning ways in the Junior BRC after a cruel twist of fate dumped Kyle White out of what had been a brilliant battle for victory.

As usual, the pace at the front of the JBRC was relentless on the Grampian Rally – as proved by Kelly and White setting exactly the same time on SS1. But Kelly’s Fiesta nosed ahead on stage two, gapping the Peugeot by five seconds.

“I wouldn’t say I’m happy but it is what it is isn’t it?,” White commented at service. “We had a massive tank slapper on the first stage, that dropped a couple of seconds, and then the second one I didn’t think it could get any worse but it did – we had another big tank slapper on the second one! It’s a hard one to judge, you either go at 80% and have a good stage or go 100% or run the risk that you run wide somewhere.”

White’s woe was also compounded

by forgetting to set his 208’s brake bias back to its gravel setting after the non-championship Down Rally on Tarmac, which meant he was locking up into some of the junctions. But all was swell in the Kelly corner – a wink and a smile directed at MN as he studied some onboards was the proof.

But White was a man on a mission over the second loop. Quicker by two seconds on both of the two stages, he slimmed Kelly’s lead to just a single second with two tests left to run. It was as close as you like. “I know!,” Kelly grinned. “We’re probably at 90%, the stage before I took it way too gingerly but that one in there I thought was alright, we were nine [seconds] quicker than our previous run but I’ve just got to back now and see where it [the time loss] is, reset.” White meanwhile was pumped up: “It’s not for the want of trying, I can assure you! He’s

going to make us do it the hard way.”

The 4.24-mile Strathgyle Wood and 7.28-mile Hurlie Bog would decide it. And both had their incentives to push: White for the extra five championship points attached to the win as he’d played his joker (particularly pertinent as Kelly won when he joked on the Jim Clark), and Kelly to avenge the ‘lost’ win last month that was retrospectively given to White due to a timing error. Ultimately it was lady luck who would have her say, and White was her victim.

“Just like last year a front-left puncture broke the brake pipe, on the very same stage and the very same corner, only going the other way,” he said, retiring after SS5 of the six. “I honestly don’t know what to say.”

The drama allowed Kelly to soar to a near-four-minute win over Johnnie Mulholland, with Ioan Lloyd in third.

third stage but on that one I just couldn’t because of the dust.”

Further down the queue though lay a frustrated James Williams. Sitting by himself on a rock, his patience had been tested. “We only had 70% power he said,” as he dropped from third to fifth over the two-stage loop. “It was OK at the start of the stage for like a mile, and then I came round a square it just went flat, really just no bite, no torque at all. It still revs through the gears and probably from the outside it doesn’t look too bad, but it’s so much slower in the car. When you’re trying to carry the speed through the high-speed corners it just wants to fall off because it doesn’t have the power to pull you out. It was intermittent at the start of [SS4] and then it cleared itself, I don’t know it’s just so frustrating. You can’t fight for a championship like that.”

Williams would eventually finish a sombre fourth, losing his rear-right brake calliper on the final pair of stages.

But if that was bad, things were catastrophic for Elliot Payne. The Ford Fiesta Rally2 driver had a sticking throttle on the first two stages that put him off into a bank and a spin on SS1, but the sight of his and co-driver Patrick Walsh’s heads buried under the Fiesta’s bonnet indicated more trouble was afoot. Smoke was seeping out of the engine bay, but a call from the team convinced them to drive back to service to see if the problem could be fixed. The sight of Payne wearing a shorts and

T-shirt instead of his race overalls back in Milton of Crathes though confirmed that it couldn’t. “It was a rocker cover gasket,” Payne said. “I’m off to the pub...”

Such relief was two stages away from championship battlers Cronin and Pryce, and neither would relent their pace. Cronin was frustrated to have had his request to increase gaps between cars from one to two minutes denied, but still he, Pryce and Bell all-but matched each other on SS5. Cronin would surely win but could Pryce claw back the four seconds necessary to pass Bell?

His smile at the end of the rally revealed all. “We’ll take that,” he said, salvaging what could be a vital extra three points for second place. But it wasn’t so much Pryce’s brilliance that won him the position, more a mad moment for Bell. Running wide on a tightening left-hander, his Skoda hit a bank and was nudged onto its nose, pirouetting before the roof hit a tree, bouncing the car back down and into a ditch that Bell powered out of. “You know what if that goes viral, I’ll be happy,” he said. “Wait until you see this one!”

As for Cronin, it was mission accomplished. He’d said pre-event that a win was what he needed to stay in the race, and that’s precisely what he delivered. Alongside the customary champagne, a few Haribo gifted by rival Pryce must have tasted sweet.

“It was brutal. I couldn’t see for the dust”

Keith Cronin



Williams finished a frustrated fourth after problems



Pritchard: back in north Scotland after decade

RESULTS

Grampian Rally British Rally Championship

Round 4/7 When: August 13 Where: Banchory, Aberdeenshire

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Keith Cronin/Mikie Galvin	Volkswagen Polo GTI R5	39m12s
2	Osian Pryce/Noel O’Sullivan	Volkswagen Polo GTI R5	+21s
3	Ruairi Bell/Max Freeman	Skoda Fabia R5	+29s
4	James Williams/Dai Roberts	Hyundai i20 R5	+1m12s
5	Jason Pritchard/Phil Clarke	Volkswagen Polo GTI R5	+1m38s
6	Andy Davies/Michael Gilbey	Ford Fiesta R5	+4m11s
7	Eamonn Kelly/Conor Mahon	Ford Fiesta Rally4	+4m15s
8	Johnnie Mulholland/Eoin Treacy	Ford Fiesta Rally4	+8m05s
9	Ioan Lloyd/Sion Williams	Peugeot 208 Rally4	+18m00s

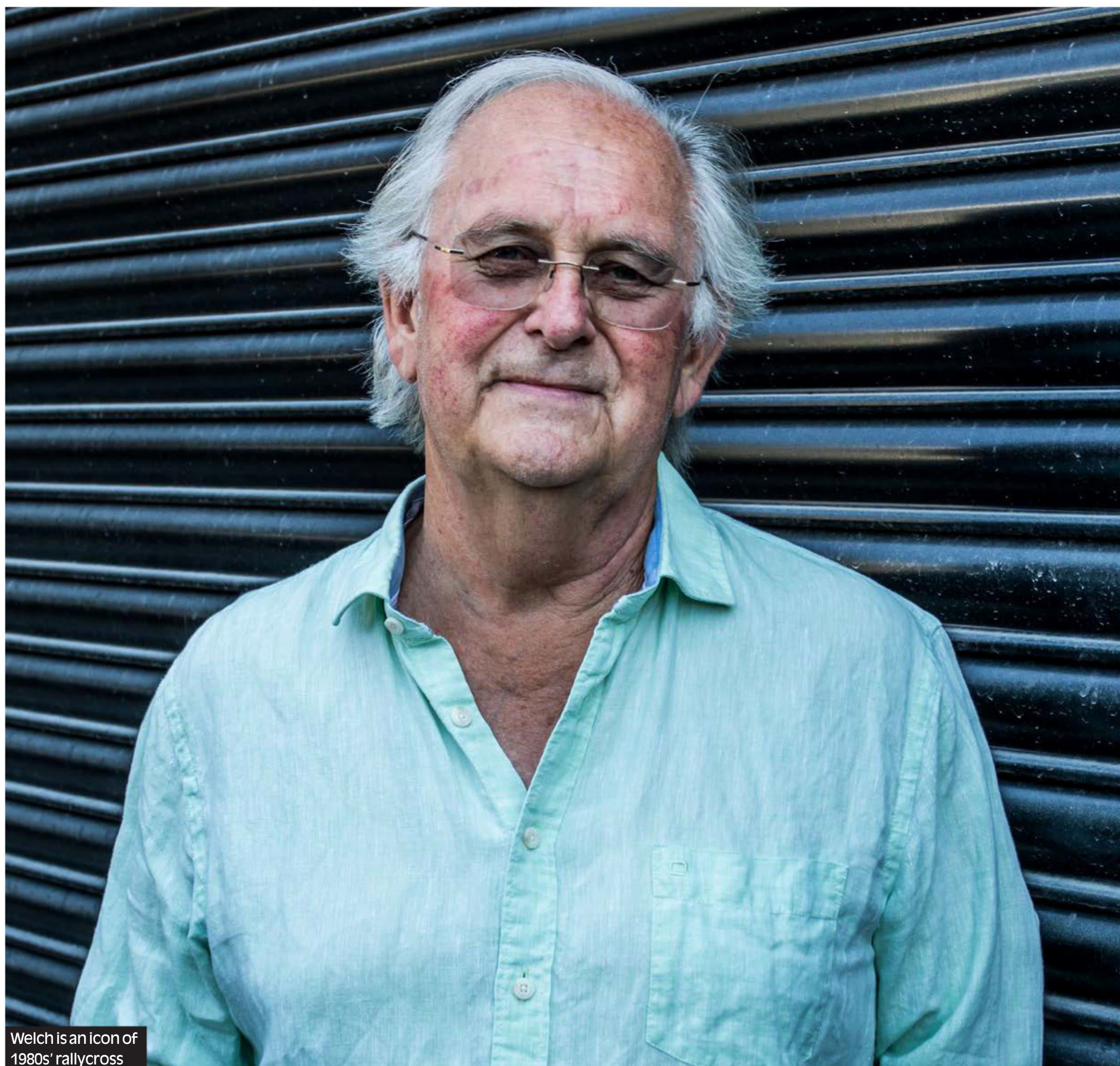
Championship points (after 4/7 rounds): 1 Cronin 86; 2 Pryce 68; 3 Williams 45; 4 Pritchard 31; 5 Garry Pearson 30; 6 Bell 23; 7 Kelly 23; 8 Elliot Payne 22; 9 Davies 16; 10 Kyle White 14

FEATURE

JOHN WELCH

I DIDN'T THINK I WAS ALL THAT GOOD...

Matt James puts the Motorsport News readers' questions to one of the true heroes of the British and European rallycross scene



Welch is an icon of 1980s' rallycross

Any image of rallycross in its 1980s boom time will feature an STP-backed machine battling at the front. That is the enduring memory of ace engineer and driver John Welch, who was a mainstay of the category at home and abroad.

The two-time British Rallycross title-winner shot to prominence by becoming the first home-grown winner of the British Rallycross Grand Prix at Brands Hatch, which was beamed into the nation's living rooms through its excellent BBC coverage.

He switched away from Ford's projects and created the Opel Astra, which was a triumph of engineering and he drove it with his typical verve.

He took time out of his busy schedule – which shows no signs of slowing down despite his modest 73 years – to tackle the Motorsport News readers' questions and we are grateful he did so.

Question: What got you interested in motorsport? Was it always about rallycross for you?

Amanda Colegate
Via email

John Welch: "Originally I started in autocross with a couple of friends of mine who ran the Farnborough Auto Racing Team – which promptly got told to change its initials! I used to go with my mates Keith and John and we used to go to the Players No 6 meetings.

"The first time I actually drove on a track was on a Spedeworth oval at Aldershot, the old track not the one that is used now. They used to have these nights when you would be able to go around in your production car and you could go for the lap record. I graduated from Aldershot and I went to Wimbledon for the finals and I came second to a Lotus Elan, and I have always hated them since! I remember experiencing opposite lock for the first time in my life, and I thought 'I can live with that...'

"My father used to do stock car racing in the 1940s and 1950s, Jack, and he used to do scrambling at a fairly local level. I had been brought up in a garage environment. After I had smashed up a couple of road cars, I sort of learned how to put them back together, learned how to do the bodywork and that was it. All my education in cars was done out of necessity and incompetence..."

Photos: Mike Hills, Tim/rallycrossworld.com, Gary Hawkins, Jakob Ebrey, Geoff Mitchell, Tony Todd



Welch's RS1800 ready for action in 1979

“After my initial steps on the short ovals, I built a Ford Anglia for autocross, with Trevor Fox Engineering helping me. I thoroughly enjoyed travelling all around England and competing.

“I wasn’t very successful to start with because I put a locked differential in it. That gave me a quick smart lesson into what understeer meant. I slowly learnt. It is not like today, where you could look anything up on Google or find a YouTube tutorial. It was either trial and error, or speak to the people who knew what they were talking about.

“I had Ford Lotus Cortina rod car at the time, and I used to go off to places like Brands Hatch, and my interest built from there. I went and took part in this autocross event in Canewdon in Essex.

“I qualified well, that was good. And then I went down to Lydden Hill in my Ford Anglia and took part in a televised rallycross meeting at Lydden Hill.”

MN: Did you think at the time: ‘this is the sport for me’?

JW: “No. I was taking part in what I could. I was young and I had just

finished my apprenticeship and I was enjoying myself.”

MN: What was your apprenticeship in?

JW: “I did in armaments, torpedoes, rockets, all that sort of thing. It gave a really good grounding because I learnt all the engineering and everything else that goes behind them. I used to be inside a computer for a couple of weeks doing all the wiring bit by bit.

“I used to go in and update all the drawings in the drawing office, and by 11 am I had finished and so I would sneak out and come home, which was great because it allowed me to build my first race car. The personnel manager soon found out and asked me why I wasn’t at work. That ended my apprenticeship.

“I was building up another Anglia. Eventually I had two. One was a road car, all modified that you could thrash around with like a total hooligan – which you can’t do now – and one was my race machine. After I had the Anglia, we progressed to the Ford Escort.”

MN: Could you run an autocross car in rallycross then?

JW: “Yes you could, in those days there were all these different classes and so on.”

MN: So why did you decide to build an Escort – a car which you later became synonymous with?

JW: “Well, I retrospect, the Anglia had been a cracking car. But I also used to know people like Mick ‘Duffy’ Collard and George Polley when I went Hot Rod racing. They were using Escorts and they had been promoted by Ford, so naturally I bought one.

“It was a Mk1, it was around 1972. Eventually I had all the different engines in it over time. In those days, you would start with a 1600cc crossflow, then you would make it a 1760cc, then you would

continued on page 22



John Welch getting to grips with his new Car Colours-backed Ford Escort Mk1 in 1973

“I had to learn about understeer pretty quick smart”

John Welch

FEATURE

change to a twin-cam with all the phase four cams on it. Eventually out came the BDA and that was the first time I had a professionally built engine. After that it was BDA, BDE, BDG, slowly increasing the capacity each time until we were up to 1860cc, then 2050cc. Those cars were just getting quicker and quicker. I did the British Rallycross Championship, but I was also going abroad from very early on in my career, in about 1972. My first one was in Buxtehude in Germany.”

MN: That is quite a mission for a privateer in 1972...

JW: “We used to get a letter from the organisers, you replied and said yes you would go, and off you went. They would pay you a miniscule amount of start money. The organisers were superb: they would make sure you had somewhere to camp – be that in a nearby farm or somewhere.

“I remember one place we stayed in Buxtehude, which was still very raw after World War Two, we were on a farmer’s lawn and some German kids came around and burnt our tents down. The farmer and his wife, who were part of the organising team, were absolutely devastated. They basically vacated their farmhouse and put us all up in their home.”

MN: So you were combining British outings with whatever you could manage abroad...

JW: “I slowly went in to doing the Dutch and Belgian Championships, which was 13 rounds. It was far more competitive than anything else out there. And that is what properly taught me the skills about rallycross racing. When you race at the top level, it improves you. We were all basically in the same car...

“So that was the whole deal: you would get start money, a little bit of prize money. In the end, I was doing up to 25 or 26 overseas meetings a year. I was hardly ever at home – which was mentioned at the time – but I had a very understanding wife.

“There was a European Championship, but there were also lots of individual European events. The Euro championship started because of people like Franz Wurzel, John Taylor, people like that. We all hung around, eventually got proper transporters and we all just worked our way up through the sport. It was certainly better than having a proper job...”

MN: How did you fund it?

JW: “I was just working in my garage, preparing cars and repairing race cars, building cars for people: you just bumbled your way along. As I got better, then obviously I got much better start money, more prize money. Someone would ring and ask us to go to Finland or Austria, I would say yes, we agreed the start money, or a start money and prize money, or a set fee...”

MN: Was there never a thought to go circuit racing?

JW: “I did one race in the 1980s in Ford



Welch loved the final iteration of the Escort Mk2

Escort XR3s, which were part of the Brands Hatch Racing School at the time. [Brands Hatch boss] John Webb got a load of drivers together for this one-off race full of all these luminaries.

“Of course, all these racing drivers – the likes of John Cleland, people like that – immediately set off back to the nearest place they could find and pumped up the tyres. During that race, I simply could not understand how I was so slow. That was a lesson in life... I just didn’t have the experience.

“I did an offer from John Nixey at Vauxhall to go and drive to drive their British Touring Car Championship Cavalier, but the muppet that is me, pointed out to them that I have had 230bhp in a car 10 years before that, I had 700bhp at the moment. Why would I want to go and do that? I don’t necessarily regret turning it down, but it is one of those things that stays with me.”

Question: *Fans now might think you always had lots of money for racing but that wasn’t always true, and you were very good with gaining sponsorship. What tips would you pass on for gaining and retaining sponsors?*

Brian Sanderson

Via email

JW: “I didn’t have a great deal of money. I had started as an apprentice. But for me,

presentation was important and I think it was where I had had my military-style apprenticeship. I knew everything had to be spot on.

“The main thing was with sponsors, as soon as you met people, you had to get them involved. Be available to them and if you made a mistake, be honest about it. That is what built the team, really.

“As a single driver, you needed more resources as in trucks and trailers, motorhomes, all sorts. I did get involved quite a lot with sponsors doing PR days, where you would take them out in the car, and also I used to go to lots of meetings in London. Not so much with the car.

“I remember turning up late once to a Sphere Drake [one of Welch’s sponsors, an insurance company] and as I opened the door all sheepish because I had been held up, I asked ‘can I have some pudding?’.

“Everybody laughed. They sat me at the end of the table and I had about 15 people all looking at me. I produced this little matchbox toy. I flicked it down the centre of the board table – and I couldn’t have done this twice – it rolled all the way down to the chairman. He picked it up, and said ‘my kids will love that’, and he put it in his pocket. It was stupid little things like that.”

Question: *There was a rumour that*

when your son Dan was karting you did a private day for Princes William and Harry. Is that true? How did it happen? Were they any good?

Chris Norman
Via email

JW: “Interestingly that is true, but we were only part of a group of people that did it. There were about a dozen karters and it was down at Buckmore Park. The late Martin Hines organised it.

“It was just a little group of lads and we all went there. A couple of cars turned up with all these guys who had guns and they disappeared off into the woods, then along came these three Range Rovers and Princess Diana got out of one of them.

“As she was walking up through the paddock, I was prepping [son] Dan’s kart and I cheekily asked her if she wouldn’t mind helping me lift it up onto the karting stand. She chuckled and then asked one of her guards to help me. She was very pleasant about the whole thing.

“All the boys had a lovely day. The two young princes were very involved – they were about 10 or 11. They were interested and it was a lovely day.”

MN: Did the kids do a race, or was it a test session?

JW: “There was no race, it was just some track running but you know what Cadet drivers are like – they all left the pits at the same time and it was all about who could

make it back there first... I just remember Harry being very, very good. William was OK. But it was just a nice kids’ day out.”

Question: *Explain how the menu in your local pub came to have a ‘John Welch Special’ among its offering...*

Hal Ridge
Via email

JW: “We always used to be rushing about and have to feed mechanics and all sorts. When we used to go to Austria to race, they came up with these toasted cheese and ham sandwiches. Lots of times, you would get off the ferry at Ostend or Calais or something and 13 hours later you would be piling into the hotel in the middle of Melk in Austria and we would always get these wonderful sandwiches to eat: cheese, ham, onion and tomato all toasted.

“When we would get back here, that is all I would be asking for at my local pub, the Fox and Hounds. Slowly, the landlord and landlady, worked out what we were asking for and it just became known as a ‘JW Special’. It was easy for us, because we could just pick up the phone, ask for six JWs or however many it was, go down there and collect them!”

Question: *Should boxer Barry McGuigan have stuck to boxing? He attempted to do rallycross, when you*



Martin Schanche (l) and Welch formed a strong engineering bond



Welch leads Mark Rennison and Trevor Hopkins at Lydden Hill

“Martin Schanche is one of the world’s original thinkers”

John Welch



The British Rallycross Grand Prix win in 1985 was a landmark

ran the car for him, but his accidents put him on the front pages of several leading newspapers...

Leo Barclay
Via email
JW: “We had some nice times with Barry. He was an interesting guy. We went to Belfast and to Dublin. I went to a couple of boxing matches with him and I had an insight into that world.
“He used to say to any of the mechanics ‘go on, punch me’. He said it to me, and I am a bit of a wimp, but if you are going to get asked to whack a World champion, you are going to give it a try, aren’t you?
“It was irrelevant. As hard as anyone hit him – even on the chin, which a couple of my guys did – he would not flinch. Then you realise the commitment he had to the sport of boxing. It was stunning and in his own world, he was untouchable.
“We had a lot of nice times. We built a car for him for the Nova Challenge and we ran it with my sponsors and his, it was a very competitive series. It only went wrong when they put tyres on it that were too big for the cars, which led to them rolling over quite a lot.
“There were a lot of quick guys in that championship, and it was a short, sharp learning curve for Barry. He was up against some of the top rally drivers from the day and all sorts. He was doing his best to keep up with them. Every time he made a silly mistake, the news went everywhere. He rolled the car two or three times in quick succession at different events.”
MN: Whenever Barry had a shunt, it was always picked up by the national newspapers not just back page news...
JW: “We had to go up to the Daily Star’s offices one day to talk to the journalist who wanted to do a story on his racing. By this stage, Barry was getting a little bit embarrassed by the mistakes. He had the speed, it was just reacting to the racing situations that was letting him down a little bit – but take into account, he had no racing background. That, plus it is very hard to go from being at the top of a sport to being at the bottom of the next one.

“When we got to the Daily Star office, we saw the man who had been backing him and I said we were at £10,000 damage and we were going to have to pull the plug on it all. They did a deal with Barry that he had to go and do a talk in London or something and they paid off the rest of the bill with that. Not everything in motorsport works out the way you want it to.”

Question: Your battle with Tony Drummond at Lydden in the British Championship in 1980 still gets loads of views on YouTube. It ended your championship hopes, what really happened that day?
Rachel Joyce
Via email
JW: “I had a lot of battles with Tony. He was a brilliant engineer, he was very clever, but he was a typical Yorkshire-type guy. And he really could drive. However, I had been doing a lot of European stuff and I didn’t want some little farmer from Yorkshire beating me...
“But technically, the fight between me and him pushed the development of the Ford Escort Mk2 really to the ultimate. It was just stunning. We had many biffs and bangs, but we never had a cross word with each other.”
MN: Even after that Lydden shunt? That was a sizeable crash...
JW: “It was a big crash. I broke four ribs and my sternum. The car was bent in half, and two weeks after that there was a European round in France. [Rival] Martin Schanche came over – he used to stay at my parents’ place whenever he was in England – and he worked 10 days continuously to reprepare my car. All I had to try and do was to get myself healed to go to France.
“Tony was a great competitor though. There were a couple of years we were at it. We never had a cross word because we effing hated each other! So if you don’t talk to someone, you never have a cross word, hey?”
MN: Murray Walker does the commentary for that incident with you

and Drummond. He was a great supporter of rallycross. Did you know Murray well?
JW: “Not to the degree I would have called us mates but whenever we were at meetings and he was there – more so towards the Brands Hatch Rallycross Grand Prix days – we did know each other. I took him out three times as a passenger in my car. We would always be booked in the same hotels and we would have some stunning evenings together.
“I managed to do quite a few other evenings that he was involved with and people like Frank Williams. We would go out and do a talk at a little motor club or something. You might think that why would Murray waste his time doing something like that? The thing that runs through Murray and people like Frank Williams is that they were enthusiasts. It was stunning.”

Question: Martin Schanche. Great friend and rival. Who learned more from who whom?
Jacob Simmons
Via email
JW: “Martin was an incredible engineer. He was one of the very few original-thinking people that you meet in your life. I fitted in as, let’s say, the translator. Martin would come up with the brilliant ideas, and I would go and find the people – say Mike Endean at Xtrac or Dave Bignall at Gartrac – to go and make them happen. There were lots and lots of other people too.
“We had a stunning relationship. I would lend him cars, he would lend me cars, I don’t know who learned more. I would say that I probably learned more, thinking about it. I was English, bumbling around but I knew how the motor racing world worked but he was a smart guy and the relationship just worked out very, very well.”
MN: You were both genius engineers, but do you think that you might have had more success if you had concentrated solely on the driving rather than running cars for yourself and other people?
JW: “That is an awkward question



The Welch Motorsport Proton ran in the BTCC for five seasons

because people have said to me that we mucked about [technically] and ducked and dived too much to try to find an edge in the car. But none of us are phenomenal drivers, so you need a bit of help from the car, don’t you!?”
MN: Pardon: you don’t think you are a great driver?
JW: “No. Certainly not now! I think anybody with the time and dedication can make it to the front. It’s not rocket science. There are some phenomenal drivers who have all the skills, but they just haven’t got the car. There were a few people in those days who went out and bought factory cars, like Seppo Niittymaki, but we had been racing [against] factory cars since 1978. It was about finding the edge.”

Question: How important was your win at the Rallycross Grand Prix at Brands Hatch in 1985 to your career?
Mike Hills
Via email

JW: “I was the first Briton to do it. It was a phenomenal event. We had been travelling all around Europe for 10 years or more and winning. But the interesting thing about winning the Grand Prix is that it probably saved my career.
“In the background I had been building Martin [Schanche]’s cars and I had been doing OK, but at that Brands Hatch Rallycross Grand Prix, we had close-on 100 guests. Credit to John Webb too, who ran Brands, because he paid me to be there. In fact, when we had the then-F1 driver Jonathan Palmer in one of our cars the year after, Webb paid us for that too!
“Obviously, I was doing it all through sponsorship and getting into the big-company world, and the television in those days was phenomenal to win the GP. Up to that point, we didn’t have many sponsors. My car cost £50,000.”

Question: You were always one to say rallycross should be bigger and better
continued on page 24

FEATURE



Welch chasing the Audi of Olle Arnesson



Fan favourite: Welch acknowledges the crowd on a European run

than it was when you were racing, do you follow the World championship today and what do you think about it now?

Tom Leggett
Via email

JW: “Interestingly enough, I pulled out of European Rallycross because, when they banned Group B cars, they then gave them two two-year extensions [in the regulations]. They didn’t just keep the Group B cars in their original specifications. They allowed them to evolve as well. So that is like a double-whammy which is what caused the problem for someone like me who wanted to come along and make a four-wheel-drive Escort. We could have built a Cosworth or something like that, but we would have had to have made everything specifically. They shot rallycross down because people couldn’t build a car. If they’d have said rallycross could keep the Group B speeds and we can all match to that, that would have been fine. We would have built some good saloon cars to the later regulations. But it killed rallycross and that is why I stopped it.”

“I think that is what caused the first downfall of rallycross. It is funny, because the championship was strong and you could go to a place like Valkenswaard in Holland and it would be amazing, or anywhere else. You could put an awning up and entertain one or two sponsors. When you went to Brands, you could invite 100 people and your sponsors could invite their guests to come along too. Brands just took it to a different level.”

MN: Do you follow it now?
JW: “Yes, Dan Welch [John’s son] is still [an unofficial] British rallycross champion in electric cars at the minute. About a year or so ago, we looked very hard at it. We looked at the electric thing – but as that is not the answer, it could be hydrogen or something. However, the cars are impressive. Maybe you can’t hear them, but bloody hell, they are amazing.”

“We tried really hard to get a deal together: obviously, it wouldn’t be me driving, it would be Dan. But we just could not find where to go with that

project or what to do. There was no particular championship and, at the time, you could not go into the World championship. If you do that, then you end up competing at a very high level.”

“The electric cars are phenomenal though. I guess it would be very hard for a conventionally engined rallycross car to keep up with them, particularly away from the line. From the start, they are doing 0-100mph in about 1.7s or something ridiculous like that.”

MN: Do you think that rallycross is perfectly suited to electrification because it is short and sharp?

JW: “If you go with an electric class, then at least the sport is seen to be doing something. Hopefully that will give a lot of the other areas of motorsport which rely on the internal combustion engine a stay of execution.”

Question: Why did you move away from Ford and go to Opel?

Nigel Greensmith
Via email

JW: “I started with the Opel in late 1987. With the Ford Xtrac, we had stretched them up to 2050cc turbocharged and we were getting 550bhp. The problem was that the blocks were weak. They were so thin because we had pushed them out and extended the bore and done everything we could to them. My Ford had independent suspension on the front and rear, which was a bit different to Martin Schanche’s. In retrospect, a good old Atlas axle on

the back would have suited most of the European tracks. It was far more rugged too.”

“But I was still on limited suspension movement, so whenever I competed against a Peugeot 205 T16 or something, we had to get to longer suspension movements. We needed a bigger bore and a bigger engine.”

“We were looking for more options. Martin had taken his Ford Escort to Toyota to demonstrate it, and I took my car to Opel with my Escort on a trailer. I went to Russelsheim in Germany and did a run in front of Rauno Aaltonen and Tony Fall [Opel’s motorsport chief] at their test track.”

“The landscape was changing in the World Rally Championship because Group B had been outlawed, and they were looking at what to do next. Each manufacturer had terrible trouble getting a front-wheel-drive car to work properly. They wanted to look at what I was doing and tap into some of the technology.”

“I remember, I went out initially and I was only wearing flip-flops. I just wanted to see where the track went”

“I came back in to go and get my crash helmet to get ready to do a proper run, and the Opel people were all stood around talking. Aaltonen was saying to Fall that they should buy the car there and then to learn all the lessons from it. I asked if they wanted me to go and do another run to *really* show them what



Chip of the old block: Son Dan has won in rallycross too



Rallycross was a huge draw with the UK fans

the car could do. They told me I had already broken the lap record – in my flip-flops.

“They wanted to buy into Mike Endean’s expertise on my car, and he then did a deal to provide them with their next batch of transmissions.”
MN: But then you ended up with an Astra of your own?

JW: “At that point in time, thanks to Mike’s generosity, I was sprawled out over half of the Xtrac factory with all of my kit. It was like a second workshop for me. That was brilliant, and as Mike got more and more people onboard, it opened up our world on how to build race cars. Not like a guy in a yard, we started to do all the proper things and it just opened our mind up. Mike got the business from Toyota and from Opel and that is what kicked off Xtrac really.

“I knew that I needed bigger engine and Tony Fall at Opel said they had this Group S car [which was due to be the successor to Group B, but it was axed when Group B was killed off]. I was trying to do a deal with John Davenport at the time for two Metro 6R4s – one to go to Europe with, and that was a fairly standard car, and one to race in the UK which was going to be more modified. I already had a pair of McLaren left- and right-hand turbochargers ready to use for it. But I didn’t get on too well with Davenport: we fell out over a dozen windscreens that I wanted.

“I had chatted with Tony Fall and he said ‘if this Group S project is any good for you, take what you want and use it’. In the meantime, Cosworth had done a supercharged engine for the Astra 4S, but they had only got 320bhp from it.

“I developed an engine, and when I was running it at Swindon Race Engines as we were getting it ready to use, this little old boy was there with me and [Swindon boss] John Dunn and we were all working away. My first engine had something like 540bhp and 450Nm, along those lines. The old guy came up and said ‘good effort, that is impressive’. I honestly thought the guy was the sweeper-upper. After he had gone, John Dunn turned to me and asked me if I knew who the bloke was. He told me it was Keith Duckworth [co-founder of Cosworth]... that was a nice accolade to get.

“The Opel was really quite enjoyable because when we went down to the factory, I could have whatever I wanted. Some stuff went to Mike Endean to make them better and stronger for us. It was a nice time. We had to take a Manta 400 engine and everything felt big and heavy, but for the Group S car they had put a lot of effort into it and made some really nice bits for it. We didn’t try to be too clever: we changed the bore and the stroke. It had the same rod angle as the Ford BDG engine. If it worked on the Ford, we knew it would work for us. We put new liners in.

“It was a 2.15-litre engine with a single turbocharger, which came from Tom Walkinshaw, which had been a qualifying turbo for Monaco for the Formula 1 Arrows. The injection system we used with the inlet manifold on butterflies was from the Zakspeed Formula 1 car. With a hacksaw and some welding and grinding, all that went together.”

Question: I heard John has the STP Astra back. How is the restoration coming on?

Ray Parner Via Facebook

JW: “I sold the car to Tommy Kristofferson. I had to ask Mike Endean if I could sell it because Audi wanted to buy an Xtrac transmission for Tommy’s Audi that he raced in the European Championship. There was a year’s waiting time for the transmission.

“Mike isaid ‘John, it is time for you to stop’. I had broken my back in a few places in various accidents and I had also been pissed off at Brands Hatch, because they would not let me compete in the Grand Prix in 1992. That was because the homologation on the engine block had run out three months beforehand.

“Mine was the future of the rallycross cars, it was based on a road car and it was a road car block. I was upset. I was only allowed to do the British Championship, which I really didn’t want to do.

“I bought it back a couple of years ago and the plan was to build it up in my spare time, but I don’t have any spare time, that is the problem. We have of a lot of the gearbox – it is amazing where my stuff has ended up. There was a guy in Switzerland who had a lot of my engine parts... I bought that back off him including things like the flat-plane crankshaft, which is important because it meant that we didn’t have to reengineer it.”

MN: So how far away is the project from completion?

JW: “It is about £50,000 away. And it is also about the time.”

MN: Will you get back in it?

JW: “No, my son Dan will drive it. My brain and my bum aren’t as connected as they used to be...”

Question: Which car did you prefer John: The Ford Escort Xtrac or the Astra?

Steve Eames Via Facebook

JW: “Personally, the Xtrac was an absolutely phenomenal achievement despite not having the best budget to run it on, but the Opel, for being an absolute complete project, was very special.

“We were at the top of our game. Again, we didn’t have a big enough budget to run it and, because of the technology in it, it was just taking the whole programme to another level. You can’t be the builder, the driver, the transport manager, the whole lot. We had a year where we were thwarted by the coil packs, which was frustrating...”

MN: So which of the two was your favourite then?

JW: “To be honest, my favourite car was the last of the Ford Escort Mk2s that I raced. They were so different to every other machine that was out there. When we were scrutineered in Europe, I was delighted with the fact that none of the wheels were in the standard place and all of the floorplans were different and the engines were different too, but they were still legal. It was a real achievement,

despite the fact we got protested all the time by the others.”

Question: Welch Motorsport and the plucky Proton was always my favourite BTCC team. What was your best moment from the team’s time in the BTCC? I believe one chassis was destroyed in the Snetterton crash [in 2016]: does the other still exist?

Cinera Via Twitter

JW: “We have kept the second car and it was all cocooned up. It is all ready to go and we have got new panels. It is going to be restored at some point. The BTCC is the best place to be, without a question.

“Just seeing Dan out there racing with people like Jason Plato was fantastic. We came out of it with our heads held high. We had some super offers to join other teams which, in retrospect, we should have taken. The main thing that I took away from it were the three of four races where we were in with a chance of a victory. But you don’t always get what you want in life.”

Question: I would love to see the Welch name return to the rallycross circuits: do you think it will ever happen either as a team or a driver?

Jez Sharp Via Twitter

JW: “Well I won’t drive, but Dan could. It was very interesting to go back to rallycross and to look at the Retro Rallycross series. Shirley Gibson does a super job in running the Retro series – they have good races with lots of cars and lots of characters. It was enjoyable and it seemed to be back to where I was in the ’80s: it is at the same level.

“I would run a car in British rallycross and we tried very hard to run two cars a couple of years ago. But at my age of life I would have to find a chunk of money to do it. Having stretched ourselves for the last 50 years or so, there comes a point where you simply don’t have the energy or capability anymore.” ■

“I broke the lap record - in my flip-flops”

John Welch



Welch has been reunited with the Astra and is rebuilding the car

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HOT ROD NATIONAL REPORT

Photos: mkpics.net

NATIONAL HOT RODS NATIONAL CHAMPIONSHIP: HEDNESFORD BY GRAHAM BROWN **AUGUST 12-14**



Scotsman dominated from the start



John Christie was third in the final after a heat victory

MCDONALD KEEPS UP THE TRADITION AS HE SCORCHES TO A DOMINANT NATIONAL CHAMPIONSHIP VICTORY



Racers get ready for an epic battle

RESULTS

National Hot Rod National Championship
Laps: 75 Track: Hednesford Hills, Cannock

	DRIVER	CAR	TIME
1	Robert McDonald	Vauxhall Tigra A	17m53.169s
2	Billy Wood	Vauxhall Tigra A	+8.750s
3	John Christie	Lotus Exige	+12.713s
4	Chris Haird	Vauxhall Tigra A	-1 lap
5	Perry Cooke	Vauxhall Tigra A	-1 lap
6	Jason Kew	Ginetta G40R	-1 lap
7	Hayden Ballard	Vauxhall Tigra A	-1 lap
8	Paul Wright	Vauxhall Tigra A	-1 lap
9	Aaron Dew	Ginetta C40R	-1 lap
10	Gordon Alexander	Vauxhall Tigra A	-1 lap

11 Ross McWilliam (Ford Fiesta) -1 lap; 12 Andy Lane (Ginetta G40R) -2 laps; 13 Ben McKee (Mercedes SLK) -2 laps; 14 Derek McMillan (Vauxhall Tigra A) -3 laps; 15 Karl Baker (Vauxhall Tigra A) -4 laps; 16 Leslie Lynch (Vauxhall Tigra A) -8 laps; R Carl Sloan (Vauxhall Tigra A) 57 laps/misfire; R Derek Martin (Vauxhall Tigra A) 56 laps/overheating; R Adam Maxwell (Vauxhall Tigra B) 42 laps/head gasket; R John Sibbald (Vauxhall Tigra A) 31 laps/brakes; R Nigel McCauley 27 laps/suspension broke; R Alistair Lowe (Vauxhall Tigra A) 25 laps/spin; R Ivan Grayson (Ford Fiesta) 24 laps/spin; R Barry Limer (Vauxhall Tigra A) 23 laps/overheating; R Brendan O'Connell (Opel Tigra A) 22 laps/handling; R Jack Blood (Vauxhall Tigra B) 21 laps/brakes; R Shane Murray (Ginetta G40R) 17 laps/spin; R Lance Bowen (Vauxhall Tigra A) 14 laps/brakes; R Joey Palmer (Ford Fiesta) 8 laps/carburetors detached; R Davy McKay (Vauxhall Tigra A) 7 laps/gearbox; R James Mooney (Vauxhall Tigra A) 6 laps/gearbox; DQ Paucic McQuaid (Lotus Exige); DQ Les Compelli (Vauxhall Tigra A).

Heat one: 1 Billy Wood (Vauxhall Tigra); 2 Nigel McCauley (Vauxhall Tigra); 3 Rob McDonald (Vauxhall Tigra); 4 Carl Sloan (Vauxhall Tigra); 5 Joey Palmer (Ford Fiesta); 6 John Sibbald (Vauxhall Tigra); 7 Shane Murray (Ginetta G40R); 8 Chris Haird (Vauxhall Tigra). **Heat two:** 1 Derek Martin (Vauxhall Tigra); 2 Hayden Ballard (Vauxhall Tigra); 3 Wood; 4 Haird; 5 Thomas Dilly (Vauxhall Tigra); 6 Gordon Alexander (Vauxhall Tigra); 7 Sibbald; 8 Lance Bowen (Vauxhall Tigra). **Heat three:** 1 John Christie (Lotus Exige); 2 Ben McKee (Mercedes SLK); 3 McDonald; 4 Paul Wright (Vauxhall Tigra); 5 Perry Cooke (Vauxhall Tigra); 6 Jason Kew (Ginetta G40R); 7 Martin; 8 Ballard. **Heat four:** 1 Aaron Dew (Ginetta G40R); 2 Ross McWilliam (Ford Fiesta); 3 McDonald; 4 Murray; 5 Kew; 6 Wright; 7 Christie; 8 Cooke.

Rob McDonald found no problem in doing the traditional double of winning the World and National championships in the same season, looking on another planet to his competition all of the National weekend.

Qualifying on pole was almost a given and the victory totally predictable, McDonald winning by half a lap and putting every finisher up to third a lap down. Best of the mere mortals were Billy Wood (second) and John Christie.

The opening heat always looked like a win for front-row starter Wood. The World champ left like a rocket at the start and rapidly pulled clear of Peter Elliott and Nigel McCauley when the first yellows came out for a two-car crash on the East bend.

Shortly after the restart Elliott abdicated his position with a lurid backwards spin over the winners’

hump. Gordon Alexander – running second – also went out after contact with a backmarker, all of which preceded a further yellow for debris on the course.

The hard-charging McDonald was already within striking distance of the premier places and, following the caution, the World champion scythed past a couple more just to underline his electric pace with P3 behind Wood and McCauley.

Jeff Riordan snatched the early lead in the second race with defending champ Derek Martin hot on his heels. This pair went at it for many laps until Adam Hylands blew his motor. The resulting oil slick caught a few out before the inevitable yellow.

With only two laps remaining from the green there didn’t seem time for Martin to unseat the leader until Riordan pulled up with a flat tyre gifting Martin the win.

The third encounter was the race of the day – maybe of the season. It started with John Christie and Perry Cooke blitzing past Davy McKay in a first lap three-wide clash to go first and second. Christie pulled the smallest of gaps over Cooke but with traffic a continuous problem there was never much between them. Ben McKee kept up a dogged pursuit in his Merc with Jason Kew and the flying McDonald also rushing to join in.

McDonald had just eclipsed Kew to attack McKee when two backmarkers collided on the back straight. As the leaders swerved around them the first six became one bunch in an intense battle. There was at least one four-wide moment, Christie emerging from the clinch still enmeshed in traffic and now with the eager McDonald alongside. Side-by-side laps followed as they both fought to pass the lap-down John

Sibbald before McDonald forged a way through down the inside of both cars on the last lap to apparently grab a stupendous win.

The steward had other ideas however, with the World champ copping a two-place penalty for contact, giving the victory to Christie.

The final heat was a good deal less frenetic. Aaron Dew made a demon start to lead Ross McWilliam, Dew definitely out to claim a result for the work the team had put in to make the meeting.

With first and second established, attention turned to McDonald’s progress. He looked head-and-shoulders above the rest and was already after the leaders even before a caution was thrown for the spun car of Les Compelli. When the race resumed McDonald jumped Shane Murray to go third but never looked like dislodging

Dew and McWilliam from the top places and probably knew he didn’t need to.

If Saturday was hot Sunday was hotter still, so perhaps the only thing that might have stopped McDonald romping away was if his car suffered in the soaring temperatures. In the event, it was only the opposition that wilted. . .

McDonald made sure Wood didn’t interfere as they tore into lap one and, despite the fact there were still 74 laps to run, that really was the race won and lost right there.

As the leader cleared off, most of the interest centred on the places battles.

With Wood also leaving the other frontrunners behind, Martin was locked in combat with Christie and Shane Murray, with the impressive Hayden Ballard and Haird next up. Ballard pressed Murray until he found a way through but when Haird

tried to follow him Murray slammed the door and got spun for his trouble.

The appearance of the 50 laps board was McDonald’s signal to really get going. Up to that point Wood still had him in his sights but now the leader simply checked out.

Way behind Wood the Martin-Christie duel raged on until Ballard and Haird caught them to force the issue. Christie finally darted under Martin with Haird zipping past both Martin and Ballard when they clashed along the home straight. Ballard finally got by, towing Cooke with him, and it was clear Martin was in trouble and his race soon over.

The remaining laps were all about seeing how many placemen the leader could lap and, in the end, only Wood and Christie remained on the lead lap when McDonald triumphantly swept under the chequers.

Q&A The World and National winner Rob McDonald

MN: Having paralysed the opposition, did you expect it to all be that easy?

RM: “No. Obviously, you need all your ducks in a row and anything can happen. I thought Billy (Wood) would be right with me but he was half a lap down in the end. But my car is good...the car is consistent – which is all it needs to be. It’s probably not the

absolute fastest car out there but it’s as quick as anybody else’s and it is the same every lap.

“I basically just did what I had to do. I still had brakes at the end, engine temperature was good – 90 degrees – and the oil temp was fine too.”

MN: Going forward, are you going to do all the rounds this year –

you had been saying you probably wouldn’t...

RM: “We’ll only do enough to qualify (for the World), and then rely on Hot Laps. I’ll be back out for the Yarmouth-Ipswich weekend, and the last Hednesford one...I might do Buxton – that’s local for me – only three and a half hours!”

MN: The rumours still persist that you’re going to have a new Ginetta...

RM: “The rumours are there because obviously (car builder) Carl (Boardley) is wanting me in a Ginetta. Yes, that might suit me. There’s nothing wrong with the car I’ve got but you always want that wee something better! So if the Ginetta can give it to us...we’ll try it.”



McDonald celebrates a famous National triumph

FEATURE

CITYCAR CUP: RACING'S HIGH CLIMBER FOR NEW ENTRIES

*The BRSCC's new tin-top contest in bringing new people into racing, and now it's giving students opportunities too, as **Graham Keilloh** discovers*

It's a common question in motorsport. Just how exactly do you attract new people in? Not least with the persistent perceived barriers of cost and complexity?

The British Racing and Sports Car Club is seeking to answer the question with its CityCar Cup. It launched the contest in 2020, and it got championship status the following season. It features one-litre Toyota Aygo, Peugeot 107 and Citroen C1s, with the promise to go racing for around £7000.

"A whole goal of developing the CityCar Cup was to bring new people in," Greg Graham, BRSCC's head of formulae development, tells Motorsport News.

"We didn't avoid the fact that experienced racers would enjoy it as well, but the whole target audience were people that hadn't raced before. The format or the structure is simple as well. There's one control parts supplier to simplify the process for anybody that wants to get involved."

And CityCar Cup was successful from the off. "The first grid [as a championship in 2021] at Donington we had the 38 cars on the grid. It was a full grid," Graham explains.

More importantly, around two-thirds of them were brand new to circuit racing. "[It] proved that the logic behind CityCar Cup had worked and it still does to this day, that we see drivers joining that had never sat in a car on circuit before," Graham adds.

This year 48 drivers are registered and grids are of around 30. And, as anticipated, plenty starting in CityCar Cup already have moved on to other categories. "When people move on to something else it leaves a fully built car and the cars are finding new homes really quickly," Graham says.

Of course, in this world you get what you pay for. And a major challenge for CityCar Cup was creating cars that were



CityCar Cup has big grids, with many new to racing

cost effective but still felt like race cars.

Graham though knew of the C1's potential from racing one himself in C1 endurance competition, and knew the Aygo and 107 offered something similar.

"Having sat in [a C1] and raced one at Rockingham in the first 24 hour it became apparent to me that it's a proper little race car, people that have got negatives towards them have not driven them," he notes.

"So that's where the idea [for CityCar Cup] come from. I thought a sprint format would be interesting, also the competitiveness of bringing in three different marques rather than sticking to

the one car added another little dimension.

"We've specced the cars differently from the endurance cars in that we've put race suspension on them and semi-slick tyres which changes the dynamic of the car completely. It captured the imagination of others as well as ours.

"We didn't skimp on any area but we minimised the amount of spend that people would have to put into the cars, so the brakes are completely standard, the engine, gearbox, clutch, drivetrain is completely standard, bodywork completely standard, windows completely standard, interior completely standard. Every part being necessary but

nothing being unnecessary if that makes sense, because unnecessary cost was something that we wanted to avoid for the competitors."

Alex Makar from 4G Racing, which runs three cars in CityCar Cup, expands on the cost-effectiveness point. "To run a ZR190 [4G also races in MG Trophy] for a year you've got to set aside about £12-15,000," he tells MN. "That's not buying the car, that's just rebuilding the engine and buying tyres and running it. Whereas the CityCar Cup once you've set up the your only expense is your entry and your fuel, and they don't use a lot of fuel, we use 60 or 70 litres in a test day for the

MGs, and even 20 litres in a race, where the C1 will only use seven litres in a race.

"The main thing is the tyres because you'll spend £240 or something on a set of tyres all year rather than the likes of a 190 [where] £240 is one tyre and you need 14 of them. So it's a big, big cost difference."

As Graham explains too, CityCar Cup hit the jackpot first time with its car spec: "When we specced the cars originally we expected to have to tweak it through the years and we've not had to, we got it right pretty much first time, which saves people cost again.

"The cars are so enjoyable to drive and

**"The C1 is
a proper
little
race car"**

Greg Graham



Three cars are on offer to go low-budget racing

Photos: James Roberts, Jon Elsey



4G Racing that runs three cars in CityCar Cup appreciates low cost



Ex-Euro NASCAR racer Creanor recently made his CityCar Cup debut

nice to drive, compliant, and they do everything that a little race car should do.”

Ex-Euro NASCAR driver Ben Creanor, who recently made his CityCar Cup debut in an Oxford Brookes University entered C1, is also a fan of the cars.

“They’re not hard to drive and when you’ve experienced fast machinery they’re really really not hard things to drive at all,” Creanor tells MN; “they’re one of these cars though where they are really hard to drive very fast and right on the limit.

“They are very momentum based and they have not got the power to pull themselves out of corners if you make a little mistake, you’ve really got to be absolutely perfect with every movement. And that’s brilliant because it means that you can have that challenge on such a tight budget at a slow speed with a lot of other cars mere inches away from you, very NASCAR-esque, the fact that they will pack race around.”

CityCar Cup’s racing impressed Creanor more generally too: “Up and down the field you’ve got a great battle, it doesn’t really matter where you are, and in the third race [at Snetterton] when

we’re starting at the back and [within] half a lap we climbed 11 places. It was ridiculous, it was some of the most fun I’ve had in a car.

“The racing was full on and it was a lot more intense than I anticipated, I really underestimated the whole weekend which I’m really pleased that I did because it actually shows that it is a much more significant organisation than maybe what someone looking in with little understanding of it appreciates.

“As friendly as it is, they take it seriously, you’ve got big lorries dropping these little cars off and you’ve got big awnings and big set-ups so it’s a serious championship.”

Makar agrees: “It suits every sort of a racer. Whether you’re at the front, in the middle or you’re at the back you’re never on your own, you always fall into wee groups were everybody’s racing each other. So it suits beginners, intermediates and the more advanced driver.

“It’s a stress-free weekend. Very seldom does anything go wrong, the engines are really good, and if you do manage to blow up your engine it’s only £300 and you’ll get another one, it’s very attractive that way.” ■

PASSING WITH HONOURS: STUDENT MOTORSPORT CHALLENGE



Unique student contest is part of CityCar Cup grid

CityCar Cup is about offering an entry point for new people to participate in motorsport, and this season the opportunity has expanded to include students.

This is with the Student Motorsport Challenge, an inter-series within CityCar Cup wherein teams of automotive, motorsport and engineering students race directly against each other and other CityCar Cup competitors. They form, run and fund a race team for real.

Four college teams competed in the contest’s Oulton Park debut earlier this season, and at the recent Snetterton round it had grown to seven.

“[It] is effectively the world’s first ever on-track competitive motor racing series designed specifically for education,” its founder John Paul ‘JP’ Latham tells Motorsport News. “It’s never been done.”

Latham is founder and managing director of Student Motorsport, a network designed to support motorsport-related careers, education and the industry. And as a former motorsport student, Further Education tutor and industry professional he was well placed to devise how teaching could go to the next level, to better prepare students for the motorsport industry.

“A big driver was thinking back to what activities I carried out when delivering motorsport units as a lecturer,” he explains. “It’s this approach that I’ve based the Challenge on: not just building cars, the entirety of getting a car to track and creating partnerships, financing it, the highs and lows, the reality, you name it.”

And he found a meeting of minds with the British Racing and Sports Car Club and its entry-level contest. “I wanted to introduce an affordable, sustainable and professional level of motorsport that colleges can get involved in en masse, and I came across the CityCar Cup,” Latham says. “The BRSCC had a similar mindset to me. So getting people into motorsport who have no experience or involvement is where our synergy began.”

Yet there was then a considerable next challenge: convincing universities and colleges to sign up. “It’s nothing short of a miracle,” Latham says of the recruitment. “Educational budgets are often strained, are shared, and funds need to be allocated to larger projects as soon as possible come September. Add to the challenge that we we’re proposing tutors and staff give up more of their free time to undertake a sizable project and to commit to something ‘unproven’ and brand new.

“Add to that, colleges for the most part were still heavily affected by Covid and



The Student Motorsport Challenge is the brainchild of JP Latham



Teams of students get holistic experience of running for real

when they were back teaching, extra-curricular activities and indeed motorsport were still heavily restricted.

“I believe [our success] was down to our determination, experience, and we simply knew what sort of project would be suitable to embed.”

And BRSCC’s head of formulae development Greg Graham is clear on what the Student Motorsport Challenge offers over traditional motorsport student learning. “[At] colleges and universities they would be tasked with building a car, and then it would go to a circuit, they’d do a demo day but it would never really be involved in full-on commercial racing, and that’s what JP’s brought,” he observes to MN.

“I look at these young students out there and their tutors and you think these are the same people that we’re going to see as team owners in future. Because they get to see and be involved in every part of it. JP’s delivering a massive opportunity.”

Ben Creanor, who made his CityCar Cup driving debut recently competing for Student Motorsport Challenge’s Oxford Brookes University entry, concurs.

“Everyone who worked on my car has got a bright future ahead of them no matter where they end up,” Creanor tells MN. “And it was brilliant to see that it was predominantly students, I think the only people that weren’t students were the drivers.

“They [the Brookes team] don’t have any lecturers or anything like that, it is just managed by Harry [O’Donoghue] who is a student himself but he could

run all sorts of operations, the sky’s the limit for him as really it is with everyone else who ran that car.

“And if that’s what they can do in two weekends, once they’ve been doing it for several years and they’ve gone through university further I don’t think there will be any limitation to what anyone from Brookes or anyone else involved in the Student Challenge could go and do.”

Latham can see the participants’ improvement too: “At the first round at Oulton Park teams were a little unsure of how a race weekend really works, the tasks that were required, where key areas of the race circuit were located or the equipment that they needed for example.

“This was a perfect start if you think about it, those difficulties formed their own benchmark from where their crucial developments began.

“We don’t provide students and tutors with all of the answers, this is where crucial self-learning takes place.

“We’re focusing on doubling the grid to 20 cars for season 2 and we already have many positive leads and early sign-ups,” Latham confirms. “And we want to see colleges running more than one car, and across campuses like Coleg Gwent.

“We’re also working on introducing title partners and key sponsors. We’re working on new developments to support the increasing interest from universities seeking a more complex challenge, and a project that is more aligned to the Higher Education curriculum, and developments and emergence of alternative propulsion in the motorsport industry.” ■

MN POLL WITH MOTUL



THE FLIERS FROM FORD: PICKING OUT THE VERY BEST

We are on the hunt for the ultimate car from the Blue Oval stable. By **Matt James**

Photos: Motorsport Images, mcklien-imagedatabase.com

Motorsport News is trying to unearth your favourite competition car from the Blue Oval.

For the purposes of this Motul-supported poll, we included works or semi-works efforts from the firm itself, rather than just Ford-motivated cars. And, even then, narrowing down the shortlist was not the work of a moment.

MN editor Matt James said: “There hasn’t been a period where Ford has not been involved in motorsport in recent generations, and so picking out our 10 favourites is hard. Of course, with cars like the Ford Escort Mk2 and the Ford Focus WRC machines, there are so many iterations of the model that we have had to be quite specific in our choices.”

The details of how to vote are in the panel net to this article. The results will be in the last issue of August, so make your voice heard.

THE NOMINEES

1 Ford Lotus Cortina

Ford’s competition boss Walter Hayes approached Lotus about putting a Lotus-derived Ford powerplant in a special version of its Cortina and a legend was born. Colin Chapman’s firm breathed on the handling and layout of the four-door saloon and it swept all before it.

Jack Sears used the car in 1963, after starting the campaign in an imported Ford Galaxie NASCAR and a Cortina until the new saloon came along late in the year. He used it to help him to the title. The following season, Formula 1 champion Jim Clark immortalised the car with his BSCC title victory.



HOW TO VOTE

- Visit fastcar.co.uk/motorsportnews
- Find your favourite and vote



2 Ford GT40

The legend of the GT40 is so strong that there have even been Hollywood films made about it. Enzo Ferrari’s snub to the Blue Oval set a chain of events in motion that culminated in the GT40. The seven-litre Mk2 version of the car

claimed Le Mans in 1966 with Chris Amon and Bruce McLaren at the wheel and then again in 1967 with Dan Gurney and AJ Foyt at the controls. John Wyer’s team added another two wins in 1968 and 1969 with the 4.9-litre Mk1 version. The legend was set in stone.



3 Ford Escort RS1800

While the Escort had been a mainstay of rallying since the model’s introduction, the RS1800 was perhaps the ultimate iteration of the car and took it to World Rally Championship glory in 1981, just on the cusp of the onslaught from four-wheel drive and Group B changing the face of the WRC for half a decade.

The R1800 was designed with mixed-surface sport in mind and it was homologated with its aluminium block engine in April 1977. With legends such as Hannu Mikkola and Bjorn Waldegard behind the wheel, it was an instant success.

4 Ford Sierra RS500

It wasn’t until 1987 that the much-vaunted Ford Sierra RS Cosworth first appeared on the tracks in the hands of Andy Rouse. The ace engineer had run an XR4Ti for 1985 and 1986 as a mobile test bed for what was to come – the competition-focused RS Cosworth. Now used to turbo tech

and how to get the most out of the Blue Oval’s flagship, Rouse was at the forefront. The RS500 came on stream in late 1987 and it was a huge hit. With victories in Germany and in the World championship, the British scene was a hotbed for the RS500 – mainly thanks to the customer cars sold by Andy Rouse Engineering.



5 Ford Mondeo Super Tourer

Prodrive got its hands on the Ford BTCC project for 1999 and had a single aim: to claim the title.

With budget concerns parked, the multi-million pound effort created the new V6-powered two-litre Mondeo, which was the car Ford had been crying out for all along. In 2000, Rickard Rydell was added to the driving strength and the Mondeo was unstoppable. Six wins took Alain Menu to the crown, which he had fought hard with Anthony Reid to land. A rule change meant the engines went quiet in 2001, but it had been a truly spectacular effort with a sweet soundtrack.



6 Ford Fiesta WRC (2017-2018)

The 2017 M-Sport Ford Fiesta was a winner right from the get-go. While many people might point to the employment of title dominator Sebastien Ogier as one of the key factors behind its success, that is to downplay the achievements of the Cockermouth team. The brand-new hatchback, built with tacit support from Ford, was a winner right from the opening round of the season when the French driver on the Monte Carlo Rally took the first of what would be five wins in the campaign. As well as gifting Ogier the drivers’ crown, the success allowed M-Sport to land its first title since 2007. The tweaked version for 2018 was another title winner in Ogier’s hands.

7 Ford F3L

When the rulemakers pushed Ford out of its factory-run GT40 programme, Alan Mann Racing picked up the slack with the Ford F3L – also known as the P68 – for the 1969 season. The car was designed by Len Bailey and much of the cash came from Ford Europe, which is why it makes this list as a ‘works’ car. It first appeared in 1967. There were moves to make a P69, an open-topped version of the car, but Jack Brabham refused to drive the car, the only one that was ever made, due to its wayward handling. The project was gently retired.



8 Ford Focus WRC (1999-2002)

There is perhaps no more evocative sight than a Martini-coloured, M-Sport-built, Ford Focus being driven by Colin McRae. The Scot had stepped away from his traditional home at Subaru and joined Malcolm Wilson’s team in his quest for a second World title. It

brought him agonisingly close in 2001 when he lost out by two points following a crash in the final event, Wales Rally GB. Such was McRae’s affinity with the car that there was only one other driver who claimed wins in it, with Carlos Sainz taking a brace in 2000 and 2002.



9 Ford RS200

Formula 1 designer Tony Southgate was responsible for some penning of the superb RS200, which was Ford’s answer to the Group B monsters of the time. When Gp B was abolished at the end of the season, all the efforts were in vain. Kalle Grondel’s third place on Rally Sweden in 1986 remains its highlight. Rallycross became a welcome home for the model after that, and Martin Schanche was among the most prolific exponents of the Blue Oval’s most powerful weapon.



10 Zakspeed Ford Capri

This is one of the most outlandish Fords ever built and must have adorned the walls of 100s of motor racing fans of the late 1970s. Build by Ford’s official team in Germany, Zakspeed, the machine, the Mk3 version of the coupe, was built for the Deutsche Rennsport Meisterschaft (DRM) in 1978. The machine, which was powered by a 1.8-litre turbo engine, was really a spaceframed racer rather than being based on its road-going cousin. It contested the DRM from 1978 through to 1981 and allowed Klaus Ludwig to claim the national spoils in that final season.

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RACING REPORTS

Photos: Steve Jones

OULTON PARK: MSVR BY IAN SOWMAN

AUGUST 13



De Leon was in top in the second SR1 race



Alex Champkin was a double Clubmans race winner

DE LEON WINS AND TAKES CHARGE OF POINTS

Tom Wood and Daryl De Leon shared the victories in the Radical SR1 Cup at Oulton Park, with the latter taking control of the championship race ahead of the final meeting. Wood – who is racing the University of Derby entry alongside his ADAC GT4 Germany commitments this season – didn’t put a wheel wrong in the opener, eventually recording victory by more than eight seconds. Cambridge-based De Leon spent much of the race fending off Frazer McFadden, while his nearest opponent in the

points standings – Ben Caisley – couldn’t quite stay with the pair and finished fourth. In race two, McFadden made a tremendous start from the outside of the second row, taking the lead from Wood around the outside into Hislops. Wood’s race disintegrated on the second lap, going over the grass at both chicanes and eventually pitting with a damper failure. As the race wore on, De Leon put McFadden under increasing pressure, briefly taking the lead at half distance and he repeated the move at Lodge late on to seal the win, McFadden having started to

make more mistakes. Caisley completed the podium, having gained on the two leaders as they scrapped. The Radical Challenge had an international flavour, with the victories shared by Dane Noah Degnbol and Japanese driver Dougie Bolger. Degnbol’s victory in the opening contest allowed him to narrow the gap to James Lay in the championship to just six points – for a few hours at least. Lay followed Degnbol home, but didn’t mount a serious attack. Degnbol’s title aspirations took a blow in the second race when he crashed out at Druids shortly after

making his mandatory pitstop. Lay had lost a lot of time in his stops, and was 12th after a second safety car period in quick succession. He had a tough time fighting back to fifth, while Bolger the beneficiary of the stops – came out in front and then eased further ahead of Anthony Ayres. The 2021 champion Tom Stoten took victory in the only Sports 2000 endurance contest of the year, the Gunn driver being classified nearly a minute clear of the rest. That gap was exaggerated by a 30s penalty for Joshua Law for a non-compliant pitstop, but it was still enough for MCR S2N

driver Law to wrap up the championship with a meeting to spare, by virtue of finishing ahead of Richard Johnson. Alex Champkin dominated Clubmans Sports Prototypes with two wins in his Phantom, moving to the top of the points with Jarred Lester experiencing clutch issues and Cody Tree a front wishbone failure. Jordan Harrison was a double winner in Classic Formula Ford, with Henry Chart chasing him in the opener and Rick Morris second later on, having fended off the recovering Joseph Ahrens for the final four laps.

RACE WINNERS	
Radical SR1 Cup	Clubmans Sports Prototype
Race 1: Tom Wood; Race 2: Daryl De Leon	Races 1 & 2: Alex Champkin (Phantom PR21)
Radical Challenge	Classic Formula Ford
Race 1: Noah Degnbol (SR3); Race 2: Dougie Bolger (SR3 XX)	Races 1 & 2: Jordan Harrison (Lola T540E)
Sports 2000	
Tom Stoten (Gunn TS12)	

Photos: Mick Walker

SILVERSTONE: BDC BY RACHEL HARRIS-GARDINER

AUGUST 13



Eastick (5) roars into the Times Trophy lead

EASTICK BEWITCHES THE OTHERS

Benjamin Eastick’s T-Type single-seater was the star of the Bentley Drivers’ Club’s marquee Times Trophy, leading a large and venerable pack of evocative Bentley specials and added pre-war racers home from pole and almost seeming to go underneath his Brooklands-style rivals. Eastick’s closest TT rival, Oliver Llewellyn, got one over on him in the Bentley Handicap, using his smaller time penalty to great advantage and being crowned winner in his Bentley 3/8. Morgans old and new populated the two Morgan Challenge races, with cars from as early as 1952 and as late as 2021 together on track. It was a mid-period car, Oliver Bryant’s 1977 +4, that proved the one to beat. James Bellinger challenged in race one in his “Black Sheep” +4, but Bryant quickly retook the lead.

Ecurie Classic Racing provided a tense 40-minute enduro, won by Allan Ross-Jones in a Triumph TR4. The first part was spent battling the Morgan of Martin Pratt, with Pratt leading early on. After the pitstops, Pratt’s son William was unable to get back on terms with Ross-Jones and he finished fourth. Mark Campbell made it a TR4 1-2, steadily moving up from 10th on the grid. A pack of Jaguars followed, but only third-placed Alistair Dyson was able to finish. Grant Williams had run as high as third in his Mk1. Murray and Ted Shepherd were the surprise FISCAR winners in their AC Ace, following the demotion of on-track victor Paul Woolmer (Elva Courier) to sixth for speeding in the pitlane. Murray Shepherd had passed Woolmer briefly early on, when both cars were still behind Richard Tyzack and Nick Taylor’s Kellison, which had dominated

until its retirement due to brake problems. The BDC Classic Challenge was another race where attrition played its part. Eike Wellhausen’s measured performance gave him the win in his Lister Jaguar Knobbly after early leader Richard Plant had to retire his Morgan. Then, the second-placed Roy Chamberlain’s Triumph TR tangled with the stationary Alfa of George Frankel at Brooklands, for which he was excluded. Nic Strong (Marcos 3000GT) nudged past Jack Smith’s MGA for second spot in the closing laps. Richard Bridge (Austin Healey Sprite) won both Midget and Sprite races, but he was pushed all the way by David Morrison’s MG Midget in race one. Tom Walker’s Sprite was his closest race two challenger, but Walker crashed trying to avoid the spinning Midget of Alex Tyler.

RACE WINNERS				
Morgan Challenge	(Bentley T-Type) Pre War Car: Christopher Mann (Alfa Romeo 8C Monza)	FISCAR	Race 1 & 2: Richard Bridge (Austin Healey Sprite Mk2)	Bentley Handicap
Race 1&2: Oliver Bryant (Morgan +4)		Murray Shepherd/ Ted Shepherd (AC Ace Bristol)		Oliver Llewellyn (Bentley 3/8 Special)
BDC Times Trophy Race and Pre-War Car Race	BDC Classic Challenge and Techniques Trophy	MGCC Lackford Engineering MG Midget & Sprite Challenge	Ecurie Classic Racing and Hawthorn Challenge	Bentley Open Allcomers and TVRCC Challenge
Times Trophy: Benjamin Eastick	Eike Wellhausen (Lister Jaguar Knobbly)		Allan Ross-Jones (Triumph TR4)	Andy Race (TVR Sagaris GFT)

RACING REPORTS

Photos: Gary Hawkins

BRANDS HATCH: MSVR BY BRIAN PHILLIPS

AUGUST 13-14

SIDWELL IS THE TIN-TOP MAESTRO AT BRANDS

Alex Sidwell was a man on a mission at Brands Hatch on Saturday, winning four races in his Holden Commodore. The Australian Supercar V8 could stretch its legs on the long circuit and triumphed in Classic Thunder and Super Saloons contests.

The rest of the Super Saloons had no answer to Sidwell, Nick Sutton’s Mitsubishi Evo staying in touch in race one but retiring from their second encounter. This promoted Andy Woods-Dean from third at the first attempt to a distant runner-up spot, the Southampton man having his first invitation class outing in a Chevrolet Corvette.

Sidwell’s Classic Thunder victories owed a good deal to luck. Jason Davies led the first race but buried his Sierra in the Clark Curve gravel trap when the left-front wheel rim collapsed, while Kevin Clarke’s BMW was suffering an intermittent electrical problem.

Clarke had an early lead in the second race, but fell to third when his engine briefly cut. He was quickly back up to second and launched a charge that almost earned a surprise win when Sidwell was delayed by backmarkers on the final corner. Davies started 30th and finished third, albeit a long way back.

Graham ‘Skid’ Scarborough celebrated his 70th birthday with a win over multiple Pre ’66 Touring Car victor Stephen Primett. Race one went to Primett’s Escort Mk1 in a wild one-lap dash following a long caution period. He beat Scarborough’s Capri by less than a length, but had no answer to his OAPrival in race two.

John Lyne survived some tricky moments to reinforce his Trackday championship lead. Jordan Honeybone’s Clio took advantage of a lurid slide by Lyne’s BMW, and headed the

field until a mistake at Druids handed the lead back. They collided at Sheene Curve near the end and a red flag was quickly shown, but both cars were quickly back on the move and kept their places on countback.

Stewart Donovan (Toyota Celica) beat the chasing John Lamaster (Lotus Elise) in the Trackday Trophy. Lamaster might count himself unlucky not to snatch back a lead he held from the start as the race was cut by five minutes.

On Sunday the action switched to the Indy circuit for the seventh running of the popular Festival Italia, when race action took second place to a range of displays, demonstrations and off-circuit attractions.

Scott Austin’s supercharged 156 scorched well clear of the rest in the opening Alfa Romeo championship race. Poleman Ted Pearson (Mito) held second until his car faltered and dropped to fifth. Andrew Bourke was the unchallenged Twin Spark winner.

Austin and Pearson were well clear in race two, but the highlight was a ferocious Twin Spark battle involving Bourke, defeated for the first time this year by John Billingsley’s 147.

James Dorlin took time off from his British GT commitments to thrash the rest of the Classic Alfa Challenge field. Time ran out before he could lap the next two, Jake Margalies (GTV6) and Antony Ross (Spyder).

Two disappointing Ferrari Classic races completed the day’s track action. Tristan Simpson led the first of these all the way, chased but never challenged by Tim Walker in a similar F355. A brief excursion by Walker seemed to gift race two to Simpson, but Simpson’s car failed near the end and Walker inherited.



Sidwell rumbled to a brace of victories



John Lyne held on for Trackday honours

RACE WINNERS

Pre '93 Pre '03 Touring Cars & Boss
Races 1 & 2: Malcolm Harding (Ford Escort Mk2)

Classic Thunder & Jaguar
Races 1 & 2: Alex Sidwell (Holden)

Commodore)
Trackday Championship
John Lyne (BMW E36)

Pre '83 & Pre '66 Touring Cars
Race 1: Stephen Primett (Ford

Escort Mk1); **Race 2:** Graham Scarborough (Ford Capri 3.0)

Super Saloons & Tin Tops
Races 1 & 2: Alex Sidwell (Holden Commodore)

Trackday Trophy
Stewart Donovan (Toyota Celica)

Alfa Romeo Championship
Races 1 & 2: Scott Austin (156)

Classic Alfa Challenge
James Dorlin (Giulia Sprint GT)

Ferrari Formula Classic
Race 1: Tristan Simpson (F355 Challenge); **Race 2:** Tim Walker (F355 Challenge)

ANGELSEY: BRSCC BY PETER SCHERER

AUGUST 12-14

NOBODY CAN STOP THE CHAMPIONS TAKING A FUN CUP DOUBLE

Defending Fun Cup Endurance Champions UVio/Hofmann’s totally dominated the seasonal ‘into the night’ double-header at Anglesey last weekend.

Fabio Randaccio built a substantial early lead in race one, before handing to Farquini Deott. They led for 111 and of the 118 laps.

Teddy Wilson retired the Track Focused car from second early on with broken steering, which left Stobart Sport and

Team Viking duelling.

But the Stobart car broke a driveshaft as MJ Tec GITI’s Scott Jeffs/Martin Gibson secured second. Viking took third on the road but were penalised after late contact with GCI Racing. That promoted Greenheath’s Gary Bate/Paul Turner to the final podium place.

Track Focused’s Wilson once again showed his pace in race two, leading the first 30 laps. But UVio Hofmann’s dominance soon prevailed and,

despite the race being red flagged, they recorded their second win of the day. Stobart’s Richard Webb/Jonathan Hoad were second and the Greenheath crew were third.

John Murphy’s Van Diemen RF90 managed to hold off Andrew Schofield’s Reynard FF89 in the Northern & Super Classic Formula Ford race until mistake at the Hairpin near the end gave his rival a run through the Bus Stop, which proved decisive. Peter Daly’s Van Diemen RF88 looked on from

a distant third.

Murphy got his revenge in race two after a race-long battle with Schofield and Daly. Schofield led from the start but Murphy charged ahead into Rocket on lap. Daly briefly ousted Schofield from second, but all three remained close at the flag.

The Caterham UK races became duels between championship leader Aaron Head and James Murphy. After a number of early exchanges in race one, Murphy made it stick

from Rocket at half distance. But in race two they took it down to the wire with Murphy claiming a narrow victory over Head, but both almost lost out to Henry Heaton on the last lap. Head finally got his win at the third attempt.

Although Harry George just held on to take the flag first in the Caterham 310R race, both he and third-placed Jack Sales received post-race penalties. That gave Blair McConachie the victory over George and Harry Cook.

RACE WINNERS

Fun Cup Endurance
Races 1 & 2: UVio/Hofmann’s Lotus (Farquini/Fabio Randaccio)

Northern & Super Classic FF1600
Race 1: Andrew Schofield (Reynard FF89); **Race 2:** James Murphy (Van Diemen RF90)

Caterham UK
Races 1 & 2: James Murphy; **Race 3:** Aaron Head

Caterham 310R
Race 1: Blair

McConachie; **Race 2:** Harry Cook

Caterham 270R
Race 1: Philip Bianchi; **Race 2:** Taylor O’Flanagan

Caterham Roadsports
Races 1 & 2: Charlie Lower

Caterham Academy (Green)
Rrutuj Patki

Caterham Academy (White)
Matt Larbey

RACING REPORTS

Photos: Mick Walker

DONINGTON PARK: BARC BY STEVE WHITFIELD AUGUST 14



The Ginetta crew (74, left) led from the start



James Card was the form man again in the BMW fights

LEE AND HIZZY TAKE BRITCAR BRACE

Mark Lee and Owen Hizzey won both Britcar Trophy races at Donington Park as extreme heat caused issues for some cars. Lee led the early stages of race one from pole ahead of SVG Motorsport team-mate Ian Astley, while a qualifying incident prevented Aldo Riti and Kevin Clarke from starting from the front row in their BMW. After taking over from Astley at the mandatory pitstop, Neil Wallace found himself in front, but he was caught and passed by

Lee into Redgate with less than 10 minutes remaining, while Sebastian Debois completed an all-Ginetta podium in third. With his car repaired for race two, Clarke stormed from the back of the field to take the lead away from Lee on lap seven, but a five-second penalty for exceeding track limits demoted him back to second. The race was red-flagged and reduced to a 20-minute restarted contest when Steve O'Brien was caught out by the deployment of the safety car and had a huge crash in

his Clio after piling into the back of another car. Riti took over from Clarke for the restart but, despite a late safety-car period creating a final-lap dash to the chequered flag, was unable to challenge Hizzey, as Astley came home third. Charlie Hand took the overall points lead with two podiums in the Clio class, but he lost the win in race one after passing Richard Ashmole under yellows at the final corner. Steve McDermid took his ninth straight MGOC championship win in the

opening race ahead of William Sharpe, who passed Jack Woodcock late on. But a driveshaft issue while leading race two ended McDermid's unbeaten run, leaving Sharpe to fight Woodcock for victory. The pair clashed on the final lap at Macleans, with Sharpe initially triumphing before being demoted to second behind Woodcock for gaining an unfair advantage. Adam Jones took a brace of victories in the Hyundai Coupe Cup by leading home Wayne

Rockett and Luca Staccini in race one, before fending off Staccini in a shortened second contest. Despite being involved in a thrilling scrap with Staccini in the first encounter, Alistair Dendy was excluded for a yellow flag infringement along with Mark Ridout. James Card moved to the top of the BMW standings with a pair of wins, while Kevin Denwood's title hopes suffered a blow in a heavy crash at the Craner Curves on the final lap of race one.

RACE WINNERS			
Britcar Trophy Races 1 & 2:	Mark Lee/Owen Hizzey (Ginetta G56A)	MG Owners Club Championship Race 1:	Steve McDermid (ZR 170); Race 2: Jack Woodcock (ZR)
Hyundai Coupe Cup Races 1 & 2:	Adam Jones	Welsh Sports and Saloon Car Championship Race 1:	Chris Everill (Ginetta C55); Race 2: Daniel Longotano (Westfield SE)
BMW Championship Races 1 & 2:	James Card (E46 M3)		

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Title winner halts Toyota and Roanpera's hot streak with glory on Jyväskylä event TANAK BUOYED BY HYUNDAI'S RETURN TO FORM WITH RALLY FINLAND VICTORY

WHAT'S ON

YOUTUBE REVIEW

Rallycross legend John Welch is our readers' Q&A guest this week, and an undoubted highlight among his many achievements is his battling victory in the 1985 British Rallycross Grand Prix. In so doing he not only became the event's first British victor, he also gave British rallycross more generally a considerable boost.

And Welch's win in his turbocharged four-wheel-drive Ford Escort came amid much drama; indeed victory looked a distant prospect for him after a rough-and-tumble opening sequence of turns in the final.

And thanks to You Tube's redoubtable VHS Rallies channel we can watch the whole thing. We have 40 minutes' worth of BBC

Grandstand coverage from the packed end-of-season showpiece, taking place at Brands Hatch in December on the much-missed rallycross layout.

The video is at: youtube.com/watch?v=v5ymaBC_9kE, though if you want to cut to the chase for the final then you can skip to the 32-minute mark.

Graham Keillloh



Welch was the first British winner of the British RX GP

TV GUIDE



Mind those cuts! Ypres Rally is on television

BT Sport as usual has highlights at the end of each day for this weekend's latest World Rally Championship counter, the Ypres event.

You can watch the best of day one tomorrow (Friday) at 2245hrs-2315hrs on BT Sport 3, day two's highlights are at 2215hrs-2245hrs on BT Sport 1 on Saturday and the final day's best is on at 2230hrs-2300hrs on Sunday still on BT Sport 3. There's also a round up of the whole thing on BT Sport 2 on Monday at 2230hrs-2330hrs.

Freesports has the action from this weekend's ADAC GT Masters Lausitzring double header, showing Saturday's race at 2045hrs-2235hrs that day and Sunday's at 1845hrs-2030hrs, also that day.

While next week Sky Sports F1 starts its build up to the Belgian Grand Prix by showing some retro Belgian races. It starts on Monday with highlights of the 1982 race at 1900hrs-1945hrs, followed immediately by the 2000 race in full.

LIVE TV

WORLD RALLY CHAMPIONSHIP BELGIUM

SS10: Saturday, 1000hrs-1100hrs, BT Sport 4
SS14: Saturday, 1500hrs-1600hrs, BT Sport 3
SS18: Sunday, 0830hrs-0930hrs, BT Sport 1
SS20/Powerstage: Sunday, 1200hrs-1330hrs, BT Sport 3

INDYCAR GATEWAY

Practice 1: Friday, 1800hrs-1900hrs, Sky Sports F1
Practice 2: Friday, 2115hrs-2215hrs, Sky Sports F1
Qualifying: Saturday, 0015hrs-0130hrs, Sky Sports F1
Race: Saturday, 2300hrs-0200hrs, Sky Sports F1

NASCAR WATKINS GLEN

Race: Sunday, 1930hrs-2300hrs, Premier Sports 2

WHAT'S ON

RALLYING FRIDAY-SATURDAY

■ **Ulster Rally**
Northern Ireland Motor Club (spectators admitted)
Ulsterally.com

SUNDAY

■ **Gareth Hall Memorial Stages (Trawsfynydd)**
Bala Motor Club (no spectators)
balamotorclub.co.uk
■ **Island Stages (Isle of Wight)**
Isle of Wight Car Club (no spectators)
iowcc.co.uk
■ **Albar Junior Rally (Kames)**
East Ayrshire Car Club (spectators admitted)
eastayrshirecc.co.uk

RACING SATURDAY-SUNDAY

■ **Brands Hatch Indy, Kent**
BRSCC meeting: FF1600, Supersport Endurance, BRSCC Clubsport, BMW 1 Series, C1 Endurance, Track Attack, Tin Tops, Intermarque Silhouette Starts Saturday, racing from 1125hrs (qualifying from 0900hrs) Sunday, racing from 1225hrs (qualifying from 1000hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

Donington Park National, Leics

Truck meeting: British Endurance, Praga Cup, NW Sports/Saloons, Junior Saloons, Pickups, Legends Starts Saturday, racing from 1200hrs (qualifying from 0910hrs) Sunday, racing from 1040hrs (qualifying from 0910hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

Silverstone International, Northants

750MC meeting: Club Enduro, BMW Car Club, Formula Vee, Ma7da, Toyota MR2, Roadsports, 750 Formula, Historic 750 Formula, Bikesports, Sports Specials Starts Saturday, racing from 1145hrs (qualifying from 0900hrs) Sunday, racing from 1020hrs (qualifying from 0900hrs) Admission £16 Web silverstone.co.uk Tickets online only

Cadwell Park, Lincs

BRSCC meeting: Mazda MX-5, BMW Compact, Fiesta, Fiesta Junior, ST-XR Challenge, Modified Ford, CityCar Cup Starts Saturday, racing from 1235hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

Croft, N Yorks

DDMC meeting: Focus Cup, Northern Saloon & Sports, Motorbikes, Sidecars Starts Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from 1200hrs) Admission adult £15, under 15 free Web croftcircuit.co.uk Contact 01325 721815

SUNDAY

Mallory Park, Leics

VSCC meeting: Pre-War/Pre '66 Racing Cars, Pre-War Sports, VSCC Specials, Under 30s, 500cc F3, Allcomers, Edwardian Handicap, Triple M Register, Handicap Races Starts racing from 1300hrs (qualifying from 0930hrs) Admission adult £15, under 14 free Web malloryparkcircuit.com Contact 01455 502214

Knockhill, Fife

SMRC meeting: FF1600, Junior BMW, C1 Cup, Fiesta ST, R53 Mini Cooper S, Classic Sports and Saloons, Mini Cooper Starts racing from 1200hrs (qualifying from 0900hrs) Admission adult £16, Web knockhill.com

Details correct at time of going to press. Please check with organisers before travelling

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Peter Atkins snapped this classic dragster at Santa Pod recently



Alex Ireland's BTCC pic at Knockhill



MR2 dramas, sent in by Sam Nudd



Honda special, by Graham Lomax



Rich Cranston went to Oulton

NEXT EDITION

OUT THURSDAY, AUGUST 25

CAN HYUNDAI LEAD THE WRC CHASE AGAIN?

Full report from the demanding Ypres Rally



Rolling back the years

We look ahead to The Classic at Silverstone



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Motorsport News
Customer Service Team
Kelsey Publishing Ltd
Kelsey Media, The Granary, Downs Court
Yalding Hill, Yalding, Maidstone Kent ME18 6AL

DISTRIBUTION

Distribution in Great Britain
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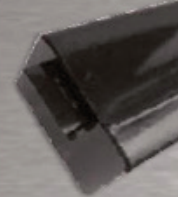
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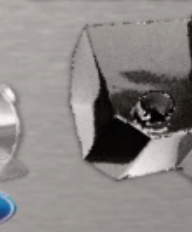
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